

LOK SABHA DEBATES

(English Version)

Seventh Session
(Fourteenth Lok Sabha)



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LOK SABHA DEBATES

LOK SABHA

Thursday, March 2, 2006/Phalgun 11, 1928 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. DEPUTY SPEAKER in the Chair]

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: First of all Obituary Reference is to be taken up.

OBITUARY REFERENCE

[English]

MR. DEPUTY SPEAKER: Hon. Members, I have to inform the House of the sad demise of one of our former colleagues, Shri Ram Lakhan Singh Yadav.

Shri Ram Lakhan Singh Yadav was a Member of the Tenth Lok Sabha from 1991 to 1996, representing Arrah Parliamentary Constituency of Bihar.

Shri Yadav was a Minister of Chemicals and Fertilisers from 1994 to 1996. Earlier, Shri Yadav was a Member of the Bihar Legislative Assembly from 1952 to 1991. He was the Chairman, Nivedan Samiti, Bihar Legislative Assembly from 1986 to 1989. He was also the Cabinet Minister, Public Works Department, Public Health Engineering and Home Guards, Land Revenue, Land Reforms, Rehabilitation and Relief in the State Government.

An agriculturist by profession, Shri Yadav was an active social worker. He served as the Chairman, Bihar Art Theatre from 1981 to 1985 and as the Chairman and Secretary of various cultural organisations in Patna. He was the founder of a number of educational institutions and cultural centres in Bihar.

A veteran freedom fighter, Shri Yadav participated in India's freedom struggle. A widely travelled person, Shri Yadav was a member of delegations to various countries.

Shri Ram Lakhan Singh Yadav passed away on 17th January, 2006 at the age of 86, after a brief illness.

We deeply mourn the loss of this friend and I am sure the House would join me in conveying our condolence to the bereaved family.

The House may now stand in silence for a short while as a mark of respect to the memory of the departed.

11.02 hrs.

The Members then stood in silence for a short while.

11.03 hrs.

(At this stage Shri Shailendra Kumar and some other hon. Members came and stood on the floor near the Table.)

[Translation]

MR. DEPUTY SPEAKER: Whatever you want to speak, please speak during zero hour.

...(Interruptions)

WRITTEN ANSWERS TO QUESTIONS

[English]

Mobile Laboratories to Check Adulteration in Petroleum Products

*162. SHRI KINJARAPU YERRANNAIDU:
SHRI A. SAI. PRATHAP:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of mobile laboratories to check adulteration in petroleum products operating in the country, State-wise;

(b) whether the Government proposes to increase the number of mobile labs in the country;

(c) if so, the details thereof, State-wise; and

(d) the action the Government proposes to take against the dealers found indulging in malpractices?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) At present, there are 92 mobile laboratories under the control of the Public Sector Oil Marketing Companies (OMCs) namely, Indian Oil Corporation (IOC), Bharat Petroleum Corporation Limited (BPCL), Hindustan Petroleum Corporation Limited (HPCL) and IBP Co. Limited (IBP) to check adulteration in petroleum products. The State-wise details of these laboratories are given in the enclosed Statement.

(b) and (c) As of now, there is no proposal under the consideration of the OMCs to increase the number of mobile laboratories in the country.

(d) Action is taken by the OMCs against the dealers found including in adulteration under the provisions of the Marketing Discipline Guidelines (MDG)/Dealership Agreement. MDG provide for penalty of termination of dealership in established cases of adulteration. In addition to the action taken by the OMCs, the State Governments are empowered to take legal action against the defaulting dealers under the provisions of the control orders issued by the Government under the Essential Commodities Act, 1955.

Statement

Name of States/ Union Territories	Number of Laboratories
1	2
Andhra Pradesh	5
Assam	2
Bihar	3
Chandigarh	2
Chhattisgarh	3
Delhi	3
Gujarat	6
Haryana	5
Jammu and Kashmir	2

1	2
Jharkhand	3
Karnataka	5
Kerala	4
Madhya Pradesh	3
Maharashtra	10
Meghalaya	1
Orissa	4
Punjab	5
Rajasthan	4
Tamil Nadu	8
Uttar Pradesh	6
Uttaranchal	3
West Bengal	5
Total	92

Installation of Separate Computerised System for NER

*163. DR. ARUN KUMAR SARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Computerised Reservation System has failed to provide uninterrupted service in the North Eastern Region (NER) due to operational problems in the system causing inaccessibility of existing data base located at Kolkata and other metropolitan cities;

(b) if so, whether the Railways have received any proposal from the North East Frontier Railway for installation of a separate computerised system exclusively for NER with an additional data base at Guwahati;

(c) if so, the details thereof; and

(d) the action taken by the Railways thereon?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) No Sir.

(b) and (c) Although satisfactory service is being provided to the North Eastern Region, Northeast Frontier

Railway had moved a proposal for installation of separate regional Passenger Reservation System (PRS) node at Guwahati, in February 2002, at a cost of Rs. 5.11 crore. It was not accepted for inclusion in the Works Programme 2002-03 on account of financial and administrative considerations.

(d) To respond quickly to changing demands of passenger reservation, and to move some of the system management functions to the Zonal Railways, a project for unification and upgradation of the ticketing networks and creation of zonal network hubs on all zonal Railways, including Northeast Frontier Railway, has been included in the Budget proposals for 2006-07 at an overall cost of Rs. 29.47 crore.

[Translation]

ONGC Entry into Retail Business

*164. SHRI ALOK KUMAR MEHTA:
SHRI JASHUBHAI DHANABHAI BARAD:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Oil and Natural Gas Corporation (ONGC) has entered into retail business;

(b) if so, the details of areas in which it has started retail business;

(c) whether the products of ONGC will be cheaper than other oil companies;

(d) if so, the details thereof; and

(e) the time by which ONGC will start allotting petrol pumps and gas agencies to general public alongwith the terms and conditions thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) Yes, Sir. Oil and Natural Gas Corporation Limited (ONGC) has entered into retail marketing of transportation fuels with effect from 19th March 2006 by starting retail operations from its first petrol pump situated at MRPL Cargo gate, Mangalore.

(c) and (d) No, Sir. The retail selling prices are in line with the other Public Sector Oil Marketing Companies (OMCs).

(e) At present, ONGC has decided to operate its retail outlets on "Company Owned Company Operated" basis.

Improvement in Programmes of Doordarshan

*165. SHRI MAHENDRA PRASAD NISHAD:
SHRI PRALHAD JOSHI:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether despite being popular in rural areas, channels of Doordarshan are unable to compete with private television channels;

(b) if so, whether the Government is considering to invite participation from private sector in Doordarshan for bringing improvement in the quality of programmes being telecast by it; and

(c) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) No Sir. Doordarshan is the public service broadcaster in India and it has social responsibility to meet to community needs of information, educational and entertainment. Doordarshan cannot be compared with private channels, which run purely on commercial basis.

(b) and (c) Prasar Bharati has informed that programmes in the sponsorship/commissioned category produced by outside (private) producers/companies are being telecast by Doordarshan since long. The details of such programmes are available on its website ddindia.gov.in. The feature films in Hindi and other regional languages telecast on different channels are also produced by outside producers.

Historical Places/Monuments

*166. SHRI GANESH SINGH:
SHRI BRAJESH PATHAK:

Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) the number of historical places/monuments/religious places maintained/preserved/conserved by the Archaeological Survey of India (ASI) as on date, State/ Union Territory-wise;

(b) the amount spent on maintenance/preservation/conservation during each of the last three years;

(c) the details of the protected monuments which have been handed over to private parties by the ASI for maintenance/preservation, State/Union Territory-wise;

(d) whether the Union Government has received some proposals from the State Governments for maintenance/conservation/preservation of historical places/monuments/memorials;

(e) if so, the details thereof, State and Union Territory-wise; and

(f) the action taken by the Union Government thereon?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) The number of historical places/monuments declared protected and maintained by the Archaeological Survey of India as on date is 3667. State/Union Territory-wise list is given in the enclosed Statement-I.

(b) The amount spent for the conservation, preservation and environmental development of the monuments during the last three years is as under:

Year	Amount spent (in crores)
2002-03	Rs. 66.50
2003-04	Rs. 90.28
2004-05	Rs. 92.88

(c) No monument has been handed over by the Archaeological Survey of India to private parties for maintenance/preservation.

(d) to (f) Archaeological Survey of India takes up the conservation/preservation of centrally protected monuments on the basis of an annual conservation plan normally funded by its budgetary provisions.

In addition, ASI also receives requests from State Governments for undertaking maintenance/conservation of state protected monuments/historical places which are taken up as deposit works. Details of such ongoing works are furnished at the enclosed Statement-II.

Statement I

List of Centrally Protected Monuments under Archaeological Survey of India State/ Union Territory-wise

Sl.No.	Name of State/ Union Territory	Number of Monuments/Sites
1.	Andhra Pradesh	137
2.	Assam	53
3.	Arunachal Pradesh	5
4.	Bihar	70
5.	Chattisgarh	47
6.	N.C.T. of Delhi	175
7.	Daman & Diu	12
8.	Goa	21
9.	Gujarat	202
10.	Haryana	90
11.	Himachal Pradesh	40
12.	Jammu & Kashmir	69
13.	Jharkhand	12
14.	Kerala	26
15.	Karnataka	507
16.	Maharashtra	286
17.	Madhya Pradesh	286
18.	Manipur	1
19.	Meghalaya	8
20.	Nagaland	4
21.	Orissa	78
22.	Punjab	31
23.	Pondicherry (U.T.)	7
24.	Rajasthan	162
25.	Sikkim	3
26.	Tamil Nadu	413
27.	Tripura	5
28.	Uttar Pradesh	742
29.	Uttaranchal	42
30.	West Bengal	133
Total		3667

Statement II*Proposals received from State Governments for Conservation Work of State Protected Monuments***A. State Protected Monuments**

Sl.No.	Name of the Monument	Amount Deposited (Rs. in lakhs)
1	2	3
(1) Government of Haryana		
1.	Chatta Rai Bal Mukund Das, Narnaul	90.00
2.	Pir Tukman's Tomb and Mosque, Narnaul	35.00
3.	Chor Gumbad, Narnaul	29.00
4.	Mirja Alijan's Takht and Baoli, Narnaul	31.00
5.	Vishwa Mitra Ka Tilla, Pehowa	16.00
6.	European Cemetery, Ambala Cantt.	15.00
7.	Buddhist Stupa, Chaneti, Yamuna Nagar	17.00
8.	Shish Mahal, Farukh Nagar, Gurgaon	30.00
9.	Dargah Char Kutub, Hansi	12.00
10.	Dehra Mandir, Firojpur Zhirkha	35.00
11.	Shaikh Tayyab's Tomb, Kaithal	11.00
12.	Old Site Bhirdana, Fatehabad	2.00
13.	Jahaj Kothi, Hisar	53.00
14.	Vishwa Mitra Ka Tilla (Purchase of Land)	6.65
15.	Zonal Museums, Hisar	22.00
Total		404.65
(2) Government of Jharkhand		
1.	Group of Temples, Haradih	20.00
2.	Dumbari Hil Murhu, Ranchi	10.00
3.	Group of Temples Tanginath, Dmuri, Gumla	25.00
4.	Maluti Temples Group, Dumka	30.00
5.	Palamu Quila (Old & New) Barwadih, Latehar	50.00
6.	Shahpur Quila, Chainpur, Medni Nagar	20.00
Total		155.00

B. Monuments not Protected by State Governments**(3) Other Deposit Works.**

Sl.No.	Name of work	Estimated Amount	Amount Deposited
Bihar			
1.	S.R. to Mahabodhi Temple at Bodhgaya, Bihar	51,76,000/-	40,00,000/-
Maharashtra			
2.	Shivneri Fort	—	197,00,000/-
(i)	De-watering, De-sitting and repairs to the ancient water systems.	5,44,200/-	
(ii)	Repairs to ancient structures and development of environs from Shivaji Maharaj Birth Place to Horse Stable.	33,42,000/-	
(iii)	Improvement of Ancient structures and providing pathways in between Hathi Gate to Black Top road, Shivaneri Fort, Junnar.	61,79,600/-	
(iv)	Providing and fixing pipe railing on valley side from Kunj to Horse Stable.	9,69,600/-	
(v)	Providing three line dressed stone flooring to Rajwada in front of the birth place of Shivaji	14,54,200/-	
(vi)	Reconstruction of fallen bastion and arch of Kamani Masjid.	10,00,000/-	
(vii)	Tools and plants for Shivneri Fort, Junnar	7,50,000/-	
Tamil Nadu			
3.	Conservation of Connemara Library Building Chennai.	1,03,93,000/-	1,21,20,000/-
West Bengal			
4.	Victoria Memorial Kolkata.		
(i)	Repairing of terraced roof, domes and towers of the southern wing of Victoria Memorial Hall.	24,51,000/-	25,69,087/-
(ii)	Repairs of High Court room, Room No. 73 of Victoria Memorial Hall.	3,74,245/-	3,74,245/-
(iii)	Chemical conservation of interior areas of Victoria Memorial Hall.	26,51,037/-	26,51,037/-
(iv)	Chemical conservation of exterior surfaces of Victoria Memorial Hall.	75,60,103/-	75,60,103/-

*[English]***Transportation of Perishable Commodities**

*167. SHRI P.C. THOMAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether refrigerated vans have been attached to various trains for transportation of fruits, vegetables and other perishable commodities;

(b) if so, the details alongwith the number of trains to which these vans are attached;

(c) whether the Railways have decided to attach more refrigerated vans to provide better services for transportation of perishable commodities; and

(d) if so, the details thereof and the follow-up action taken in the matter?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) to (d) A total of ten Refrigerated Vans have been introduced so far for transportation of perishable commodities including fruits, vegetables, frozen foods, frozen meats/poultry, chocolates, other milk products, pharmaceuticals etc. Refrigerated Vans (VPRs) are attached to long distance Mail/Express trains for faster movement. Demand for these VPRs keeps fluctuating from place to place. At present they are mainly being run on two circuits between Ambala-Howrah and Bangalore-Howrah.

Patronization of these VPRs has not been very encouraging and as such it is not proposed to manufacture any more VPRs for the time being.

Airport Economic Regulatory Authority

*168. SHRI SURENDRA PRAKASH GOYAL:
SHRI AVTAR SINGH BHADANA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has taken any decision regarding setting up of an independent Airport Economic Regulatory Authority;

(b) if so, the details thereof; and

(c) the time by which it is likely to be set up?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) It is proposed to introduce a Bill to set up the Airports Economic Regulatory Authority in the current Budget Session of Parliament.

Issue of Oil Bonds

*169. SHRI KISHANBHAI V. PATEL:
SHRI ANANTA NAYAK:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of losses suffered by various oil companies in the current financial year so far;

(b) whether the Government proposes to issue oil bonds of various oil companies;

(c) if so, the details in this regard; and

(d) the extent to which oil bonds will enable to bridge the losses suffered by various oil companies?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) The profit/(losses) after tax reported by oil marketing companies viz. Indian Oil Corporation Limited (IOCL), Bharat Petroleum Corporation Limited (BPCL), Hindustan Petroleum Corporation Limited (HPCL) and IBP Co. Limited during the period Apr-Dec'05 are tabulated below:

		(Rs./crores)
Name of the Oil Company	April-Dec'05 (9 Months)	
IOCL	889.66	
BPCL	(1658.50)	
HPCL	(1607.78)	
IBP Co. Limited	(520.83)	

(b) to (d) Yes, Sir. The Government has decided to issue interest-bearing oil bonds worth Rs. 11,500 crores to oil marketing companies during this financial year in view of the losses suffered by them in marketing sensitive petroleum products. Since the consumer prices of these

products have not increased in line with international prices, the oil companies have accumulated 'under-recoveries' of Rs. 29,250 crores during April-December 2005. In order to partly offset their losses, Government has approved the issue of bonds worth Rs. 5,750 crores in two tranches each to Oil Marketing Companies. The bonds will be distributed among the oil marketing companies in proportion to the losses suffered by them.

Purchase of Aircraft

*170. SHRI IQBAL AHMED SARADGI:
SHRI ADHAL RAO PATIL SHIVAJIRAO:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Air India (AI) has signed a commercial order with US aerospace firm Boeing for purchase of aircraft;

(b) if so, the terms and conditions thereof;

(c) whether the Government has approved the proposal of Indian Airlines (IA) for purchase of new aircraft;

(d) if so, whether the IA has also placed orders with the Airbus Industries in this regard;

(e) if so, the details thereof;

(f) the total financial implications involved therein and how the funds are to be mobilised by these airlines for procurement of new aircraft; and

(g) the time by which the aircraft are likely to be inducted in IA/AI alongwith the names of sectors identified for its operations?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Air India has signed a purchase agreement with Boeing Company for the purchase of 68 aircraft comprising 8XB77-200LR, 15XB777-300ER and 27 X B787-8 all powered with GE engines for Air India and 18 X B737-800W all powered with CFM engines for Air India Charters Limited (a subsidiary of Air India).

(b) Detailed terms and conditions are contained in the Aircraft General Terms Agreements (Nos. 2996, 2997

and 2998) executed between the Boeing and Air India Limited. These conditions include amongst other terms, the price of aircraft, price escalation provision, aircraft features, spares and product support services that Boeing will provide to the airline, Guarantees/warranties, commercial terms etc.

(c) to (e) Yes, Sir. Indian Airlines has executed an agreement with Airbus Industrie on 20.02.2006 for purchase of 43 Airbus aircraft comprising 19 x A-319, 4 x A-320 and 20 x A-321 all powered with CFM 56-5B engines.

(f) the net project cost of 68 aircraft to be acquired by Air India is estimated to Rs. 34,615 crores. As regards, Indian Airlines, the estimated cost of 43 aircraft is approximately by Rs. 9,888 crores.

Both the airlines will fund the project costs through External Commercial Borrowings and mix of other options including from internal resources. The Government has also released an amount of Rs. 325 crores as additional equity to Indian Airlines to be used as margin money for purchase of aircraft.

*(g) The delivery of 50 Aircraft to air India Limited are scheduled between November 2006 and August, 2011 and for 18 aircraft by Air India Charters Limited, the deliveries are scheduled between September 2008 and February, 2012. Air India will deploy the aircraft for non-stop services to USA and on Southeastern/European sectors.

The delivery of 43 Aircraft to Indian Airlines Limited are scheduled between November 2006 to March 2010. These aircraft will be deployed for operation of services on the total network of Indian Airlines.

*The reply was subsequently connected through a connecting statement made on 12.5.2006 and was also placed in Library under LT No. 4176/06.

The original reply given by the Ministry reads as follows:

(g) The delivery of 50 Aircraft to air India Limited are scheduled between February, 2007 and February 2012 and for 18 aircraft by Air India Charters Limited, the deliveries are scheduled between November 2006 and October, 2009. Air India will deploy the aircraft for non-stop services to USA and on Southeastern/European sectors.

The delivery of 43 Aircraft to Indian Airlines Limited are scheduled between November 2006 to March 2010. These aircraft will be deployed for operation of services on the total network of Indian Airlines.

Financial Assistance Schemes of NMDFC

*171. PROF. M. RAMADASS: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) the schemes of National Minorities Development and Finance Corporation (NMDFC) for which financial assistance are provided;

(b) the total funds contributed by the Union Government/State Governments/Individuals/Institutions to the NMDFC separately during each of the last three years;

(c) the criteria adopted by the NMDFC for the disbursement of funds;

(d) whether the Government has assessed/studied the achievements made by the NMDFC during the above period;

(e) if so, the details thereof; and

(f) if not, the steps taken/to be taken to make the role of NMDFC more effective?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) National Minorities Development & Finance Corporation (NMDFC) has been implementing the schemes of Term Loan, Margin Money, Educational Loan and Micro Credit Financing.

(b) The details are given at the enclosed Statement.

(c) NMDFC disburses its funds to its State Channelising Agencies nominated by respective State Govts. for on-lending to the target group, in fulfilling the following basic criteria by them:

(i) Satisfactory utilization of the earlier disbursed funds as certified by the State Channelizing Agency.

(ii) Satisfactory settlement of repayment dues.

(iii) Availability of adequate State Government Guarantee cover.

(iv) Receipt of Letter of Intent (LOI) duly signed as a token of acceptance of the allocations made during the year and other terms and conditions of LOI.

(d) to (f) The work plan of National Minorities Development and Finance Corporation (NMDFC) is finalized through a Memorandum of Understanding (MOU) between Government of India and the NMDFC every year when their targets are set out. The achievements vis-à-vis their targets are assessed at regular intervals. The Government also evaluates the annual performance through an independent mechanism in the Department of Public Enterprises (DPE) and in the last year the performance of NMDFC was rated as "excellent".

Statement

*National Minorities Development and Finance Corporation
Year-wise Contribution to the Equity of NMDFC*

(Amount in Rs. Crores)

	2002-03	2003-04	2004-05
1. Government of India	24.00	17.16	73.65
2. State Governments	3.09	15.91	10.35
3. Individuals/Institutions	0.00	0.00	0.00
Total	27.09	33.07	84.00

National Eco-Tourism Policy

*172. SHRI K.C. PALANISAMY:
SHRI ANANT GUDHE:

Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government has formulated the National Eco-Tourism Policy and the guidelines thereon;

(b) if so, the salient features;

(c) whether the Union Government has issued any instructions to the State Governments for the implementation of these guidelines; and

(d) if so, the details in this regard?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) Ministry of Tourism has formulated the Eco Tourism Policy and Guidelines.

(b) to (d) These Guidelines lay emphasis on promotion of Eco-Tourism and aim to preserve, retain and enrich natural resources to ensure regulated growth of Eco-Tourism with its positive impacts on environmental protection and community development. The operational guidelines have also been laid down for the Government Developers/Operators and providers of Eco-Tourism, the visitors, the host population, non-Governmental organizations etc.

The Guidelines have been formulated for creating awareness among all the stakeholders involved in this activity for achieving sustainable tourism development in the country.

Speed of Trains

*173. SHRIMATI ARCHANA NAYAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether the speed of superfast trains in India is abysmally low in comparison with the speed of trains in the developed countries;

(b) if so, the steps taken to improve the speed of the trains in India;

(c) whether the Railways are aware that the low cost airlines and luxury buses are taking away the premium railway passengers;

(d) if so, the corrective measures being taken by the Railways in this regard?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) The maximum permissible speed of superfast train on Indian Railways is normally 110 Kilometre per hour (KMPH). The highest speed on Indian Railways is 150 KMPH which is lower than the speed of high speed trains running in some of the developed countries. In developed countries the superfast trains run mostly on dedicated corridors but in India both passenger and freight trains run on the same track.

(b) Improvement of technology, infrastructure, rolling stock etc. is an ongoing process over Indian Railways and corridors have been identified to run trains up to 150 KMPH.

(c) Railways are aware of the competition in the Airlines sector particularly the low cost airlines and also from the luxury buses which target short distance passengers only. However, they have not been able to affect the growth of passenger traffic over Indian Railways.

(d) Following steps have been taken or proposed to be taken by the railways to gear up to the competition:

- (i) Generating additional seating capacity in trains by introducing new trains;
- (ii) Enhancing the load of patronized trains to the maximum to meet the demand;
- (iii) Fares of 1st AC and 2nd AC are announced to be reduced by 18% and 10% respectively in Rail Budget 2006-07.
- (iv) Introducing air conditioned "Garib Rath" and air conditioned double decker coaches.
- (v) Attaching additional coaches in trains to clear waiting list.
- (vi) Improving utilization of coaching stock so as to ward off the shortage of coaches.
- (vii) Introduction of upgradation scheme to upgrade full fare paying passengers to next higher class against available accommodation. It has resulted in better utilization of available accommodation and also passenger satisfaction.

Import of Natural Gas from Bangladesh

*174. SHRI AJOY CHAKRABORTY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is considering to import natural gas from Bangladesh for various uses mainly in the industrial sector of Eastern and North Eastern regions of the country;

(b) if so, the details thereof; and

(c) the progress made in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) As the domestic availability of gas is not adequate to meet the country's demand, we have been pursuing import of gas, both as liquefied natural gas (LNG) and through transnational pipelines, from countries in our region which have an exportable surplus.

So far, the Government of Bangladesh has not shown any interest in exporting gas to India, on the ground that the gas is required to meet its domestic requirements.

Rail Haulage Rates

*175. SHRI BASU DEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are formulating any policy whereby the companies would be permitted to own wagons and pay on the basis of haulage rates per wagon;

(b) if so, the details thereof; and

(c) the time by which the said policy is likely to be formulated and implemented?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) to (c) Yes, Sir. A scheme has already been announced to permit various operators to move container trains on Indian Railways. Under the scheme for movement of containers, operator will procure their own wagon for loading of containers and pay to the Railways haulage charges applicable uniformly to all operators. In addition between Delhi area and Chennai on trial basis. For road-railer operation the operator will provide his rolling stock and railways will charge uniform haulage rate.

[*Translation*]

Refunds to Passengers

*176. KUNWAR MANVENDRA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of cases wherein Consumer Courts

have directed the Railways to pay refunds to the passengers during 2005-06;

(b) the total compensation given by the Railways during the said period;

(c) the revenue losses suffered by the Railways as a result thereof;

(d) the reasons for such losses; and

(e) the steps being taken to minimise such losses?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) The Consumer Courts have directed the Railways to pay refunds to the passengers in 50 cases during the period 01.04.2005 to 31.01.2006.

(b) and (c) During the period 01.04.2005 to 31.01.2006, the total amount of compensation paid and the extent of revenue loss was Rs. 3,66,969/- as a result thereof.

(d) The main reasons for filing of cases in Consumer Courts are on account of deficiency in services-like delays in settlement of passenger refund cases, unauthorised occupation of reserved berths, cancellation/diversion of trains, charging of passengers for non-production of concession authority, non-attachment of reserved coaches, non-functioning of air conditioning of coaches, etc.

(e) The various steps taken to minimise such losses are, simplification of refund rules, introduction of computerisation of coaching refunds, intensive ticket checking, monitoring of punctuality, maintenance of coaches, imparting of training to frontline staff.

[*English*]

National Policy for Persons with Disabilities

*177. SHRI BRAJA KISHORE TRIPATHY:
SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has finalised the National Policy for Persons with Disabilities;

(b) if so, the details and salient features thereof;

(c) the steps taken or proposed to be taken to implement the said policy; and

(d) if not, the progress made in regard to formation of the said policy and the time by which it is likely to be finalized?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): (a) and (b) Yes, Sir. The policy focuses on the prevention of disabilities and the physical and economic rehabilitation measures for disabled persons. It also addresses the concerns of women and children with disabilities, the creation of barrier free environment, promotion of non-governmental organizations, social security and education for persons with disabilities etc. The policy also lists principal areas of Government interventions. Full details are available on the website www.socialjustice.nic.in.

(c) The policy has to be implemented by concerned Ministries and Departments of Central Government, State Governments, Panchayati Raj Institution with participation of stakeholders including non governmental organizations, disabled peoples organizations, advocacy groups, family associations, experts and professionals. The implementation of the policy is to be monitored by an Inter Ministerial Body at Central, State and District levels.

(d) Does not arise.

[Translation]

Earning from Samjhauta Express

*178. SHRI KAILASH NATH SINGH YADAV:
PROF. MAHADEORAO SHIWANKAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have made any assessment regarding travelling of passengers by Samjhauta Express;

(b) if so, the total number of passengers travelled from Pakistan to India and vice-versa during 2004-05 and 2005-06;

(c) the total earnings of the Railways from this train during the said period;

(d) whether there is an increase in the number of passengers and sale of tickets during 2005-06 as compared to the previous year; and

(e) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) Yes, Sir.

(b) No. of Passengers travelled

	2004-05	2005-06 (upto Dec. 2005)	Average No. of Passengers booked per month, during 2004-05	Average No. of Passengers booked per month during 2005-06 (upto Dec. 2005)	% Variation
Passengers booked from India to Pakistan	40,885	37,440	3,408	4,160	+22.06
Passengers booked from Pakistan to India	36,273	35,656	3,023	3,962	+31.06

(c) Total Earnings from Passengers

	2004-05	2005-06 (upto Dec. 2005)
Total Earnings from Passengers booked from India to Pakistan	Rs. 73.18 lakhs	Rs. 69.06 lakhs
Total Earnings from Passengers booked from Pakistan to India	Rs. 40.43 lakhs	Rs. 29.48 lakhs
Total	Rs. 113.61 lakhs	Rs. 98.54 lakhs

(d) Yes, Sir.

(e) The details of increase in number of passengers and sale of tickets

	2004-05	2005-06 (upto Dec. 2005)	Earnings per month during 2004-05	Earnings per month during 2005-06 (upto Dec. 2005)	% Variation
Total Earnings from Passengers	Rs. 113.61 lakhs	Rs. 98.54 lakhs	Rs. 9.47 lakhs	Rs. 10.95 lakhs	+15.63
Average No. of Passengers booked per month from India to Pakistan	3,408	4,160	—	—	+22.06
Average No. of Passengers booked per month from Pakistan to India	3,023	3,962	—	—	+31.06

[English]

Tourism Promotion Projects

*179. SHRI SURESH KURUP: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government is aware that tourism promotion projects do not materialize on time due to delay in clearance from other Ministries/Departments;

(b) if so, whether the Government has any fast track mechanism for resolving the issues of tourism which are connected with other Ministries/Departments;

(c) if so, the details thereof; and

(d) if not, the steps being taken by the Government in this regard?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) to (d) The implementation of tourism projects is primarily the responsibility of the State Govts. and UTs concerned. There is a monitoring mechanism in the Department of Tourism for speedy implementation of the projects sanctioned in favour of States/UTs.

A Group of Ministers comprising of Cabinet Ministers of Ministries of Human Resource Development, Railways,

Urban Development, Overseas Indian Affairs, Commerce & Industry, Water Resources, Tourism & Culture and Ministers of state of Ministry of Urban Development & Poverty Alleviation and Civil Aviation examine and make recommendations for generating consensus and coordination on issues relating to Tourism Industry and Trade. In addition, the Committee of Secretaries headed by Cabinet Secretary and the Secretaries of Ministries concerned meet and sort out all inter-ministerial issues relating to tourism.

Impact of Terrorist Activities on Tourism

*180. SHRI NAVEEN JINDAL: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether any study/survey has been made to assess the impact of terrorist activities on tourism growth;

(b) if so, the findings thereof;

(c) the sectors worst effected by terrorist activities; and

(d) the steps taken or being taken to ensure the growth of tourism in these sectors?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) No study/survey has been conducted to assess the impact of terrorist

activities on tourism growth by the Department of Tourism. However, as per the analysis of tourist arrivals to India, major incidents of terrorism such as, the 9/11 incident at World Trade Centre in New York in 2001, attack on Indian Parliament in December 2001 (coupled with Afghan conflict in 2002 and Indo-Pak border tension during the period) had an adverse impact on tourism resulting in decline in foreign tourist arrivals by 4.2% in 2001 and further decline by 6.0% in 2002 in the country.

The analysis has also revealed that sporadic incidents of terrorism may have immediate and localized adverse impact on tourism, and after the immediate impact is over, the tourist traffic picks up again as observed from the recent foreign tourist arrival figures which reached a level of 3.92 million in 2005 against 3.46 million in 2004 showing a growth of 13.2%. The year 2004 also recorded a growth of 26.8% over the year 2003.

(c) Tourism being an amalgam of various sectors like hotels, food & beverages, transport, travel agencies, etc., any growth or decline in tourist arrivals has its impact on these sectors.

(d) Number of steps taken by Government in recent time to boost tourism includes:

- Development of tourist spots under its various schemes of infrastructure development for tourist circuits and destinations;
- Focusing on growth of hotels infrastructure particularly budget hotels;
- Enhancing connectivity through augmentation of air capacity and improving road infrastructure to major tourist attractions;
- Direct approach to the consumers through Electronic and Print media through the "Incredible India" Campaign;
- Creation of World Class Collaterals;
- Centralized Electronic Media Campaign;
- Direct co-operative marketing with the Airlines, tour operators and wholesalers overseas;
- Greater focus in the emerging markets particularly in the region of China, North East Asia and South East Asia;
- Participation in Trade Fairs & Exhibitions;

- Optimize Editorial PR and Publicity;
- Use of Internet and web marketing;
- Generating Tourist Publications; and
- Re-inforced hospitality programmes including grant of air passages to invite the media personnel, tour operators on familiarization tour to India to get first hand knowledge on various tourism products.

Further, in order to take care of any negative publicity and adverse impact on tourist arrivals due to terrorist attacks, the Department of Tourism takes up from time to time the matter with the Ministry of External Affairs, Domestic and Overseas India tourism offices, and trade associations to counteract such publicity.

Grant of Industry Status to Tourism

*181. SHRI RAVI PRAKASH VERMA:
SHRI PRABHUNATH SINGH:

Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) the role of the Union Government with regard to the development of tourism in the country in addition to grant of funds to States;

(b) whether the Union Government proposes to give tourism full status of industry;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) The Department of Tourism, under the Government of India, functions as the nodal agency for development of tourism in the country. It plays a crucial role in coordinating and supplementing the efforts of the States/Union Territory Governments, catalysing private sector investments, strengthening promotional and marketing efforts and in providing trained man power resources.

(b) to (d) Tourism sector comprises activities of several service providers like tour operators, travel agents, airlines and hotels. The Ministry of Commerce and Industry (Department of Industrial Policy and Promotion) have announced packages for the States of Jammu & Kashmir,

Sikkim, Himachal Pradesh and Uttaranchal by way of concession under Excise Duty, Income Tax exemption and investment subsidy etc. for certain identified thrust industries, including Eco-Tourism industries set up in these States. The Ministry of Tourism specifically gives capital investment subsidy to budget hotel projects.

Forcible Stoppage of Passenger Trains

1187. SHRI RAGHUVeer SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of the forcible stoppage of passenger trains by the public at Bundi Railway Station in Rajasthan;

(b) if so, the facts thereof;

(c) the reaction of the Railways thereto;

(d) whether the Railways have any proposal to provide stoppage of passenger trains at Bundi Railway Station; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) On 23.01.2006, Railways Administration was telephonically informed by the Civil Authorities of Bundi District that local public might assemble at Bundi Railway Station to raise demand for stoppage of Train No. 2963/2964 Nizamuddin-Udaipur City Express and Train No. 2965/2966 Jaipur-Udaipur City Express at Bundi Railway station.

(c) Civil and police authorities of Bundi District were alerted to prevent any untoward incident and to keep the law and order situation under control.

(d) No, Sir.

(e) Does not arise.

[*Translation*]

Inclusion of Washermen (Dhobi) Community in SC List

1188. SHRI HANSRAJ G. AHIR: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether Washermen (Dhobi) community has been included in the Central List of Scheduled Castes in most of the States;

(b) if not, the reasons therefor;

(c) whether the Union Government has received any requests from the Government of Maharashtra and other State Governments for inclusion of said community in the Central List of Scheduled Caste in respective States; and

(d) if so, the details thereof and the reaction of the Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) Dhobi Community has been included in the list of Scheduled Castes in Assam, Bihar, Himachal Pradesh, Jharkhand, Madhya Pradesh (in Bhopal, Raisen and Sehore Districts), Manipur, Meghalaya, Orissa, Rajasthan, Uttar Pradesh, Uttaranchal, West Bengal, Mizoram and Delhi.

(c) and (d) The Government of Maharashtra has proposed to include Dhobi Community in the list of Scheduled Castes. Likewise the Government of Madhya Pradesh has proposed to include Dhobi Community in the list of Scheduled Castes in entire State of Madhya Pradesh. Both the State Government have been requested to furnish ethnographic information as per approved modalities.

Facilities at Railway Stations in Haryana

1189. SHRI KULDEEP BISHNOI: Will the Minister of RAILWAYS be pleased to state:

(a) the category of Bhiwani and Hissar railway stations in Haryana;

(b) whether these stations have all the facilities as per their categories;

(c) if so, the details thereof;

(d) if not, the reasons therefor; and

(e) the steps taken by the Railways to provide all the necessary facilities at these stations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Bhiwani and Hissar are 'A' category railway stations.

(b) and (c) As per norms all the minimum essential amenities such as booking facility, drinking water, waiting hall, seating arrangement, platform shelter, urinals, lavatories, high level platform, lighting, fans, foot over bridges, time table display, clock and water cooler are available at both the stations.

(d) and (e) Do not arise.

[English]

Flights from Hyderabad

1190. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines propose to introduce more direct flights from Hyderabad to Delhi and from Hyderabad to other metropolitan cities;

(b) if so, the details thereof; and

(c) the time by which these are likely to be introduced?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Indian Airline has no plan at present to introduce more direct flights from Hyderabad to Delhi or to other metropolitan cities.

(b) and (c) Do not arise.

Security Check-up Technology at Airports

1191. SHRI BACHI SINGH RAWAT "BACHDA": Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has upgraded the security check-up technology at airports;

(b) if so, the details thereof; and

(c) the total expenditure incurred thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The upgradation of security check-up technology is a continuing exercise. The Bureau of Civil Aviation Security (BCAS) has laid down minimum specifications for various electronic equipments and these equipments are installed by the Airport Operators/Airlines Operators. The equipments are

checked by the officers of BCAS during their inspections/ audit of the airport.

(c) Total expenditure incurred by Airports Authority of India (AAI) on security equipment during the years 2003-04 and 2004-05 is approx. Rs. 87.00 crores.

Requirement of Wagons

1192. SHRI G. KARUNAKARA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether orders of wagons could not be executed during the last three years;

(b) if so, the details thereof and the reasons therefor;

(c) the number of wagons required by Railways for 2006-07;

(d) whether orders for these wagons have been placed to the wagon manufacturers; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) Requirement of wagons for the year 2006-2007 is around 12,000 Vehicles (wagons).

(d) No, Sir. Orders will be placed in due course of time.

(e) Does not arise.

Induction of AWACS

1193. SHRI MILIND DEORA: Will the Minister of DEFENCE be pleased to state:

(a) whether Indian Air Force and Defence Research and Development Organisation (DRDO) have firmed up the aircraft for mounting the indigenous Air Borne Warning and Control System (AWACS);

(b) if so, the details thereof alongwith the cost involved therein;

(c) whether DRDO has given its technical inputs to Indian Air Force (IAF) regarding the short listed aircraft;

(d) if so, the details thereof; and

(e) the likely time taken in carrying out modifications in the aircraft?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) The Operational Requirements (ORs) are being finalized in consultation with IAF.

(c) and (d) Yes, Sir. Performance trade-offs and optimisation of Operational Requirements (ORs) for a complete aircraft have been provided to IAF commensurate with mission requirement.

(e) Modified aircraft is expected to be ready for certification in 24 months. Certification, acceptance and integration of various indigenous Air Borne Warning and Control Systems (AWACS) would take another 24 months. Therefore, a fully equipped indigenous AWACS aircraft is estimated to be ready in 48 months from the date of availability of aircraft.

Illegal Ticketing Agents/Agencies

1194. SHRI G.M. SIDDESWARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of the operation of illegal ticketing agents/agencies on rail reservation;

(b) if so, the details thereof alongwith the number of such agents/agencies found involved in such illegal practice during the last two years, till date;

(c) the action taken/being taken by the Railways to check illegal ticketing;

(d) the losses being incurred by Railways due to this annually; and

(e) the measures taken by the Railways to curb such activities and educate the passengers in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) Some cases of unauthorised agents/agencies indulging in illegal ticketing do come to notice of Railways from time to time. Action is taken against them as per the relevant provisions of law. Separate figures for such agents/agencies are not maintained. There is no financial loss. Regular and surprise checks are conducted in and around the railway reservation offices by Commercial, Vigilance and Railway

Protection Force/Government Railway Police personnel to curb such activities and suitable action is taken. Besides this, wide publicity is also given through various media advising the public to purchase tickets only from the authorised sources.

Establishment of a Railway Station at Nedumbassery

1195. SHRIMATI C.S. SUJATHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any proposal for establishment of a Railway Station at Nedumbassery;

(b) if so, the details thereof; and

(c) the action taken by the Railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) A proposal was received regarding setting up of a Railway Station at Nedumbassery. The same was examined and not found operationally feasible and commercially justified.

Publicity to Government Policies and Schemes

1196. SHRI SANAT KUMAR MANDAL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government is providing enough publicity to various Government Departments' Schemes/ Policies particularly in the rural areas;

(b) if so, the details thereof; and

(c) if not, the steps taken in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYARANJAN DASMUNSI): (a) Yes, Sir.

(b) Prasar Bharati and all the media units of this Ministry have been engaged in disseminating information regarding the policies and programmes of the Government among the public.

Prasar Bharati has given special thrust to disseminating information regarding all the Government programmes, including Employment Opportunities, Agriculture Growth, Education, Health, Women and

Children; Panchayati Raj Senior Citizen programmes, Consumer Protection, Youth Programmes, Drug Abuse, Noise Pollution, awareness programmes on HIV/AIDS, Environment protection programmes, New Education Policy, Legal Aid and Legal literacy etc.

Press Information Bureau (PIB) has launched several public information campaigns for various departments for the advantage of common man. Social welfare schemes for rural areas like Bharat Nirman (Rural Housing Yojana (IAY) Rural Drinking Water Supply, Rural Road Connectivity (Pradhan Mantri Gram Sadak Yojana), National Rural Employment Guarantee Act (NREGA), National Rural Health Mission (NRHM) and Jawaharalal Nehru National Urban Renewal Mission (JNNURM).

Directorate of Field Publicity (DFP) utilizes interpersonal communication to take Government policies to the masses. The department has carried out publicity on issues like national Integration, communal harmony, health and family welfare, social justice and empowerment, human rights and child right and rural development.

Song & Drama Division has specific mandate of development communication mainly in rural areas. The Division utilizes a wide range of folk & traditional forms for publicity of National Integration, Health & Family Welfare, Consumer Awareness, Rural Development, Common Minimum Programmes, Employment assurance scheme and similar other developmental schemes announced from time to time. The Division also utilizes Sound and Light spectacles with modern techniques and hundred of artistes for presenting Programmes on broad national themes.

Films Division has produced and released films and themes like Rural Employment Schemes for rural educated unemployed youth, provision of drinking water, national integration, films on health and family welfare, Panchayati raj, education for all, agricultural policies etc, and films related to national integration and nation building.

DAVP as the nodal advertising agency of the Government of India has the mandate to undertake publicity of the policies/programmes of the Government, ministries/Departments including Central Public Sector Undertaking/autonomous Bodies under them. DAVP brings out printed publicity material like posters, brochures, booklets, leaflets advertisements in Newspapers, hoarding, banners, and exhibitions for the client Ministries and Departments on all India basis including rural areas.

Publication Division through its journal Yojana and Kurukshetra have been highlighting issues relating to agriculture and rural development, employment guarantee etc, Employment News weekly in English, Hindi, and Urdu also carries articles on Gram Swarojgar Yojana, Rural employment guarantee schemes etc.

(c) Does not arise.

[Translation]

Activities of Anthropology

1197. SHRI THAWAR CHAND GEHLOT: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) the details of achievements and activities of anthropology during the last three years; and

(b) the details of research work undertaken during the Ninth Five Year Plan and above mentioned period?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) During the last three years, the Anthropological Survey of India undertook the work on the National Research Projects viz, Cultural Dimension of Tourism: Biosphere Reserve, Dormitory System among the tribes of India, Study of Syncretism: A multidisciplinary approach, DNA Polymorphism in Ancient Skeletal & Contemporary Indian Populations and Growth and Development of Children in India. Field works have been completed and the reports are ready for presentation in the National Workshops to be undertaken by the Survey. The Survey has also established DNA Laboratories at Mysore, Nagpur and Kolkata where DNA analysis is in progress to study the biological diversity of the people of India. The Survey has also collaborated with the Archaeological Survey of India and Geological Survey of India for excavation at the palaeontological sites located along Narmada Basin. The National Conference on 'Human Origins, Genome and People of India' held in March, 2004 recommended DNA banking of named populations.

(b) During the Ninth Five Year Plan period altogether nine research projects namely Study of Scheduled Castes: Structure and Transformation, Study of Health and Health Care Issues, Nutritional Status of Indian Population, Urban Anthropology, Study of Crafts and Craftsmanship, Regionalism and Development: Anthropological Ecological and Psychological Perspectives; Study of Folk Art, Folk

Music and Folk tradition; Management of Environment and National Resources: Study on traditional wisdom in Tribal Society and Growth and Development of Children: Bio-Cultural Perspective were undertaken and the reports have already been published in book form as well as special issue of the Journal of the Anthropological Survey of India. Some more issues are under publication.

Oil and Gas Reserves in Rajasthan

1198. SHRI CHANDRABHAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a large quantity of oil and gas reserves have been found in different areas of Rajasthan;

(b) if so, the details thereof;

(c) the total quantity of oil and gas assessed in these areas area-wise; and

(d) the time by which the exploration works on these areas are likely to be started alongwith the present status thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Yes, Sir. M/s Cairn Energy has made 14 oil/gas discoveries in the Barmer and Santhor Districts in the State of Rajasthan. Initial inplace oil services in these areas are estimated about one billion barrels.

(d) The exploration work in this area has been completed and the development plan for discoveries namely Mangla, Saraswati & Regeshwari and Aishwary is under approval. As per development plan submitted by Operator, the commercial production of the oil is likely to start by end of 2007.

Railway Projects in Uttar Pradesh

1199. SHRI HARIKEWAL PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the on-going railway projects in Uttar Pradesh and the targets fixed for the completion of these projects;

(b) the amount released for these projects during the last three years and the amount utilised so far; and

(c) the details of projects lagging behind the fixed target alongwith the reasons therefor in each case?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) The details of the on-going new line, gauge conversion and doubling railway projects falling partly/fully in Uttar Pradesh, outlay provided during last three years, expenditure incurred upto 31.03.2005 and target dates wherever fixed are given as under:

(Rs. in crore)

Sl.No.	Name of Project	Kms.	Budget outlay			Expenditure incurred upto 31.03.2005	Target date wherever fixed
			2002-03	2003-04	2004-05		
1	2	3	4	5	6	7	8
New Lines							
1.	Agra-Etawah via Fatehabad and Bah	114.1	20.00	20.00	5.00	39.04	—
2.	Etawah-Manipuri	60.0	1.0	10.0	10.0	24.68	—
3.	Guna-Etawah	344.0	40.0	40.0	31.0	356.95	Guna-Gwalior and Gwalior-Bhind sections have already been completed and commissioned. The last

1	2	3	4	5	6	7	8
							phase of this project from Bhind to Etawah is targeted for completion during 2007-08
4.	Hathua-Bhatni	79.6	—	—	—	—	Hathua-Bathua bazaar is proposed for completion during 2006-07.
5.	Lalitpur-Satna & Rewa-Singrauli	541.0	30.00	32.40	32.0	51.00	—
6.	Rampur-Lalkuan-Kathgodam ROB on NH	—	.02	.01	.01	0.09	—
Gauge Conversion							
7.	Aunrihar-Jaunpur	58.88	—	.01	2.00	2.02	—
8.	Gonda-Bahraich-Sitapur-Lucknow Ph.-I.	60.0	1.00	5.00	3.00	2.27	—
9.	Gonda-Gorakhpur loop with Anand Nagar-Nautanwa	260	5.00	20.00	20.00	44.11	—
10.	Kanpur-Kasganj-Mathura-Bareilly including material modification for extension from Bareilly to Lalkuan	545.0	29.89	23.20	30.41	207.25	Kanpur-Anwarganj-Karukhabad (137 kms.) is targeted for completion during 2005-06
11.	Kaptanganj-Thawe-Siwan-Chhapra	233.5	10.00	10.00	15.00	31.09	Siwan-Thawe (28.4 kms.) has been completed during 2005-06.
12.	Mathura-Achnera	35.0	.01	.01	.01	0.11	—
Doubling							
13.	Panki-Bhaupur 3rd line	11.38	—	—	—	—	The work included in the Budget 2005-06.
14.	Aligarh-Ghaziabad 3rd line	106.15	—	30.0	10.0	0.30	The work is targeted for completion during 2008-09.
15.	Allahabad-Subedarganj 3rd line	3.69	—	—	—	—	The work included in the Budget 2005-06.
16.	Amroha-Kankather	31.0	10.0	8.00	8.00	33.35	—

1	2	3	4	5	6	7	8
17.	Babhnan-Mankapur path doubling	30.15	—	—	—	—	The work included in the Budget 2005-06.
18.	Bhimsen-Juhi	13.82	—	—	—	—	The work included in the Budget 2005-06.
19.	Chheoki-Lohgara	26.88	0.5	6.00	6.00	4.38	The work is targeted for completion during 2005-06
20.	Garrah Bridge	0.7	—	—	.01	2.89	—
21.	Gonda-Mankapur	28.17	—	—	3.00	1.00	—
22.	Gorakhpur-Sahjanwa	17.3	10.00	8.00	3.65	13.49	—
23.	Hapur-Kankather	42.71	—	1.0	5.00	7.00	—
24.	Kanpur-Panki 3rd & 4th line	9.0	10.0	5.5	5.5	54.75	The work is targeted for completion during 2006-07.
25.	Lohgara-Katiadandi	32.3	—	1.0	8.99	0.03	the work is targeted for completion during 2006-07.
26.	Manikpur-Cheeki Phase-I-doubling of Manikpur-Katiadandi	32.68	10.00	10.0	10.0	51.89	The work is targeted for completion during 2005-06
27.	Naini link junction -Extension of shunting neck	—	—	0.83	.001	0.21	—
28.	Sahibabad-Anand Vihar 3rd & 4th line	4.0	—	10.0	7.5	17.5	The work is targeted for completion during 2007-08.
29.	Sahjanwa-Munderwa path doubling	32.19	—	—	—	—	The work included in the Budget 2005-06.
30.	Tundla-Yamuna Bridge	21.0	3.80	0.5	0.5	19.95	—
31.	Utraitia-Chandrauli and Sultanpur-Bandhua Kalan	37.0	5.00	5.00	5.00	24.42	The work is targeted for completion during 2005-06.
32.	Zafrabad-Utraitia phase-II (Zafrabad-Srikrishnagar)	34.0	5.00	5.00	5.00	30.18	The work is targeted for completion during 2005-06.
33.	Pahwal-Bhuteshwar 3rd line.	81.0	—	—	—	—	The work included in the Budget 2005-06.

(c) the works are progressing as per availability of resources. A number of initiatives have been taken to mobilize other than normal budgetary resources to expedite completion of ongoing projects.

[English]

Locomotive Engines Repairing Unit in Orissa

1200. SHRI TATHAGATA SATPATHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways had decided in 1993 to set up a locomotive engines repairing unit at Angul in Orissa;

(b) if so, whether the Railways have now any proposal to convert it into a wagon manufacturing factory; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Setting up of Broad Gauge diesel loco shed for 50 locos at Angul was sanctioned in the year 1991-92.

(b) No, Sir. The diesel loco shed is being converted to Electric loco shed.

(c) The conversion of diesel loco shed for 50 locos at Angul to electric loco shed for 100 locos has been sanctioned in the year 2004-05 at an anticipated cost of Rs. 10 crore.

Shortage of Drivers

1201. SHRI DHANUSKODI R. ATHITHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is acute shortage of Drivers in the Railways;

(b) if so, the details thereof;

(c) whether there has been a substantial decline in imparting training to the safety category of staff; and

(d) if so, the steps taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

'Village on Wheels' Project

1202. SHRI S.K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to start 'Village on Wheels' project in Madurai, Tamil Nadu;

(b) if so, the details and salient features thereof alongwith its present status;

(c) whether the Railways propose to extent the said project in other parts of the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) The Ministry of Railways has launched a new special tourist train called the 'Bharat Darshan' (earlier named as Village on Wheels) consisting of sleeper class coaches to run on pre-determined circuits to enable tourists from different regions to visit important places of religious, cultural and historical importance at an affordable cost as a comprehensive package including boarding and lodging, sightseeing, local transport, meals etc. It has already undertaken trips to places in Tamil Nadu.

Depending upon the responses received on the operation of the train in the initial circuits, similar other trains would be introduced on various circuits covering the tourist destinations in the country.

Introduction of Smart Ticket at Monuments

1203. SHRI E.G. SUGAVANAM: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Archaeological Survey of India proposes to introduce 'Smart ticket' at monuments;

(b) if so, the details and salient features thereof;

(c) the details of the monuments where it is proposed to be introduced; and

(d) the time by which it is likely to be introduced at all the monuments in the country?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) No, Sir. There is no such proposal to introduce 'Smart Ticket' at centrally protected monuments by the Archaeological Survey of India.

(b) to (d) Questions do not arise.

Theft of Cargo from IGI Airport

1204. SHRI CHANDRAKANT KHAIRE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Government is incurring financial losses due to theft of goods/parcels from the International Cargo Terminal of Indira Gandhi International Airport;

(b) if so, the details alongwith the losses incurred during the last three years, till date; and

(c) the action taken or proposed to be taken to check the same?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Sir. During the last three years there have been only three thefts and pilferage cases reported at the cargo terminal at Delhi airport for which a claim of Rs. 45,210.00 only has been settled by Airports Authority of India (AAI).

(c) Steps taken by AAI to ensure security at Cargo Terminal at Delhi Airport *inter alia* include revamping of security set up, induction of additional security personnel, tightening of airside security, effective tacking of tout menace at city side, provision of additional surveillance, computerised close circuit TV system with recording facilities round the clock, verification of the character/ antecedent of all the personnel working in the Cargo Complex, creation of a centralised CC TV room manned by Security Officers on round the clock basis for effective surveillance and follow up action, surprise/night checks, issue of photo entry passes etc.

[Translation]

Working Conditions of Gangmen

1205. SHRI KAILASH MEGHWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways had set up a committee for bringing improvement in the working conditions of gangmen;

(b) if so, whether the committee has submitted its report to the Railways;

(c) if so, the follow-up action taken thereon; and

(d) if not, the time by which the committee is likely to submit its report to the Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir.

(c) The report is mainly for improvements in quality of uniform and other protective equipment's/accessories for Gangmen, Keymen, Mates and Patrolmen and increasing of scale of their uniform and other protective equipments so that they can discharge their arduous nature of duty efficiently.

Recommendations/Instructions have already been issued to Zonal Railways vide Board's letter No. E (W) 95 UNI-19 dated 27.12.2005 for implementation.

(d) Does not arise.

Expansion of Runways at Kullu Airport

1206. SHRIMATI PRATIBHA SINGH: Will the Minister of CIVIL AVIATION be pleased to refer to the reply given to Unstarred Question No. 735 dated July 28, 2005 regarding 'Expansion of Runway at Kullu Airport' and state:

(a) whether the Airports Authority of India has examined the Techno-Economic Feasibility study report for extension of runway at Kullu Airport;

(b) if so, the details and the outcome thereof; and

(c) the follow-up action taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) The Techno Economic Feasibility Report (TEFR) of IIT Roorkee on the extension of runway at Kullu Airport has been examined by Airports Authority of India (AAI). The estimated preliminary cost of Rs. 117 Crores for the proposed extension of runway at Kullu airport was found prohibitive. Kullu airport is already a loss-making airport

and even after the extension of runway at this cost it will be suitable only for fair weather due to terrain condition.

(c) The work of extension of runway at Kullu airport is subject to budgetary support.

[English]

Amendment to Petroleum Rules, 2002

1207. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has consulted all the concerned Ministries/Departments regarding amendment to Rule 43 of the Petroleum Rules, 2002;

(b) if so, the details thereof; and

(c) the time by which the decision is likely to be taken to amend the said Rule?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Government have received a suggestion from the Government of Gujarat to amend Rule 43 of the Petroleum Rules, 2002 to include ship breaking activities so that inspection of ships after beaching is done by the Explosives Department.

The views of Ministry of Commerce and Industry, Ministry of Shipping, Road Transport & Highways, Ministry of Steel, Petroleum and Explosive Safety (PESO) under Ministry of Commerce and Industry and Ports & Transport Department, Government of Gujarat have been received by this Ministry. The matter is under examination.

Opening of Computerised Reservation Centres at Karad and Satana Railway Stations

1208. SHRI SHRINIWAS DADASAHEB PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any demand to open computerised reservation centres at Karad and Satana railway stations;

(b) if so, the details thereof; and

(c) the action taken by the Railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. Computerised Reservation Centre are already functional at Karad Railway Station on Central Railway & Satna Railway Station on West Central Railway.

(b) and (c) Do not arise.

Project on Global Navigation Satellite System

1209. SHRI ASADUDDIN OWAISI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Federal Aviation Authority of USA, Airports Authority of India and Directorate General of Civil Aviation are jointly working at a project to certify India's Global Navigation Satellite System for the air traffic control;

(b) if so, the details thereof;

(c) the time by which this system is likely to be introduced in India; and

(d) the other benefits of this system?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. Airports Authority of India (AAI) in consultation with Indian Space Research Organization (ISRO) is in the process of introducing Global Navigation Satellite System (GNSS) which is under discussion with Federal Aviation Authority of USA and Directorate General of Civil Aviation.

(c) December, 2010.

(d) The system would provide seamless navigation through out Indian airspace and oceanic region as well.

Reconstitution of Railway Recruitment Boards

1210. SHRI HITEN BARMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have decided to reconstitute the Railway Recruitment Boards holding recruitments to the different zonal railways;

(b) if so, the reasons for disbanding the existing Boards; and

(c) the time by which new Recruitment Boards are

likely to be reconstituted?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

National Mission for Monuments

1211. SHRIMATI JYOTIRMOYEE SIKDAR: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government proposes to launch a National Mission for Monuments;

(b) if so, the details thereof;

(c) the procedure to be followed to identify the monuments under the Mission;

(d) whether Non-Governmental Organisations would also be involved for the development and maintenance of monuments; and

(e) if so, the details thereof?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) Yes, Sir. Government proposes to launch the National Mission on Monuments and Antiquities.

(b) The National Mission for Monuments & Antiquities is proposed to be set up under the Ministry of Tourism & Culture. The Archaeological Survey of India will be the Nodal Agency for implementation of the Mission.

The mandate of the Mission would include:

- (i) Developing a comprehensive database for unprotected build heritage and antiquities;
- (ii) To conserve in a sustainable manner selected unprotected monuments.
- (iii) Inculcating and promoting awareness on built heritage and antiquarian wealth and participation in conservation efforts.
- (iv) To strengthen communication and dissemination levels of information through popular literature and publications.

(v) Capacity building in State Archaeology Departments & NGO's in respect of heritage protection & preservation.

The proposed National Mission on Monuments & Antiquities is for a period of five years with a total budgetary outlay of Rs. 90.00 crores.

The Mission would be launched on receipt of the approval by the Expenditure Finance Committee.

(c) Detailed working procedures of the Mission are yet to be finalized, which will be done in consultation with the State Level Implementation Committees.

(d) and (e) The Mission proposes to draw upon the expertise available with State Government, NGOs, Universities, Academic Bodies and other research organization. As noted above, detailed procedures would be finalized in consultation with the State Level Implementation Committees.

RUB's in Orissa

1212. SHRI ANANTA NAYAK: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway under bridges proposed to be constructed in Orissa;

(b) the estimated cost and funds sanctioned for those bridges; and

(c) the time by which the construction of each of those bridges is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No work of under bridge is proposed for construction on cost sharing basis in Orissa. However, 9 works of Road over bridges are under construction in this State.

(b) The estimated cost of 9 works of Road over bridges inclusive of Railway's share of cost is Rs. 112.58 crore and Rs. 6.85 crore were allocated for their construction during 2005-06.

(c) Works are at different stages of planning and execution. No target for completion thereof can be fixed at this stage as Railways construct bridge proper across the tracks and approaches are done by State Government. Railway make all effort to construct their portion of works.

before or simultaneously with work of approaches by State Government.

Life Expectancy of Retired Soldiers

1213. SHIR HANNAN MOLLAH:
SHRI CHANDRA BHUSHAN SINGH:

Will the Minister of DEFENCE be pleased to state:

(a) whether life expectancy of retired soldiers is less than the average life of civilians;

(b) if so, whether the Government has conducted any study in this regard; and

(c) if so, the findings of the study and the recommendations thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (c) No study has been conducted by the Government to examine life expectancy of retired soldiers vis-à-vis average life of civilians.

Funding of Cultural Institutions

1214. SHRI ADHIR CHOWDHURY: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government is funding various cultural institutions in India and Indo-Foreign cultural societies;

(b) if so, the details thereof;

(c) whether the Government has taken any measures to develop the cultural ties with the foreign countries;

(d) if so, the details thereof;

(e) the details of various cultural festivals celebrated both in India and abroad and the expenditure incurred on them individually during 2003, 2004 and 2005;

(f) whether the Government has received any kind of sponsorship for conducting these cultural festivals; and

(g) if so, the details thereof?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) Yes Sir;

(b) The details of grant in aid sanctioned to Indo-Foreign Friendship Cultural Societies during 2004-2005 and 2005-2006 are enclosed at Statement-I.

(c) Yes, Sir.

(d) The Government has entered into Cultural Agreements with 117 countries. We have live Cultural Exchange Programmes with 26 countries. Details are enclosed at Statement-II.

(e) 2003:

(i) 'Festival of India' in Bhutan from June, 2005 to November 26, 2003 Expenditure: Rs. 212 lakhs approx.

(ii) 'Days of Russian Culture' in India from November 01 to 08, 2003. Expenditure: Rs. 135 lakhs approx.

2004: Nil

2005:

'Days of Indian Culture in Russia' from September 26-October 04, 2005. Expenditure: Rs. 154 lakhs approx.

(f) and (g) The 'Days of Russian Culture' in India-2003 was partly sponsored by ONGC with a contribution of Rs. 13.54 lakhs approx. The total expenditure for this festival was Rs. 135 lakhs approx.

Statement I

Details of Grant in Aid to Indo-Foreign Friendship Cultural Societies during 2004-2005

Sl.No.	Country	Name of Societies	Amount
1	2	3	4
1.	France	1. Centre Mandopa	Rs. 1,25,000
		2. Kalavistar	Rs. 1,25,000
		3. Mission de l'de	Rs. 1,25,000

1	2	3	4
		4. Association action	Rs. 1,25,000
		5. Theatre enteie	Rs. 1,25,000
		6. Triveni	Rs. 1,25,000
		7. Association	Rs. 1,25,000
2.	Venezuala	Indian Association Venezuela	Rs. 60,000
3.	Ashgabat	Association to Ganga Club	Rs. 25,000
4.	Mongolia	Mongolia friendship society	Rs. 1,00,000
5.	Canada	1. Indo-Canada friendship society	Rs. 1,25,000
		2. Bharat Bhawan	Rs. 1,00,000
		3. Bharatiya Sangeet Sangthan	Rs. 75,000
6.	Cuba	Indo-Cuba friendship society	Rs. 50,000
7.	Turkey	Indology Deptt of Ankar University	Rs. 50,000
8.	Rome	1. India-Italy Association	Rs. 1,25,000
		2. Indian Association of Rome	Rs. 1,25,000
9.	Ukraine	1. The Poltava City Centre of of Ukrainian-India Friendship "Shanti"	Rs. 50,000
		2. Indology Research Centre, Kyiv	Rs. 50,000
		3. The "Ukraine-India Association, Kyiv	Rs. 50,000
		4. Club "Saraswati"/School of Indian dance "Saraswati Club"	Rs. 50,000
		5. Club "Basant"	Rs. 50,000
		6. Dance Group "Amrita"	Rs. 25,000
10.	Netherlands	Netherlands-India Association	Rs. 50,000
11.	Malaysia	Indo-Persian Musk India Sangeethalayam	Rs. 50,000
12.	Belarus	1. Belarus-India Friendship Society	Rs. 25,000
		2. The Belarus Roerich Foundation	Rs. 25,000
13.	Denmark	1. Indian Music Society	Rs. 50,000
		2. Indian cultural association	Rs. 50,000
		3. Asian Music Society	Rs. 50,000

1	2	3	4
14.	Panama	1. Sociedad de Panama	Rs. 50,000
		2. Association de la India "Bharat bandu"	Rs. 50,000
15.	Egypt	Egyptian Indian friendship association	Rs. 50,000
16.	Seychelles	1. Sanskriti	Rs. 50,000
		2. ITEC Alumni Association of Seychelles	Rs. 50,000
		3. Indo-Seychelles friendship association	Rs. 50,000
		4. Seychelles Tamil Cultural Centre Development Centre	Rs. 50,000
17.	Austria	Austro-India Association	Rs. 1,25,000
18.	Slovak Republic	India Club and Slovak indian	Rs. 1,00,000
19.	Sofia	Sofia & Bulgaria friendship society	Rs. 1,00,000
20.	Singapore	India Club, Singapore	Rs. 50,000
21.	Mauritius	Mauritius India friendship society	Rs. 50,000
22.	Thailand	Thai Bharat Cultural Lodge	Rs. 50,000
23.	Romania	Romania Indian Cultural Association	Rs. 25,000
24.	Switzerland	1. Indian Association, Berne	
		2. Indian Association, Geneva	
		3. Indian Association, Baden	
		4. Indian Association Zurich	
		5. Indian Association of the India, Basel	Rs. 4,20,000
25.	Ghana	1. Hindu Monastery of Africa, Accra	
		2. Indian Association of Accra	
		3. Tulsi Trust, Accra,	Rs. 3,75,000
26.	Zimbabwe	Zimbabwe-India friendship association	Rs. 50,000
27.	Uganda	1. Indian Association,	Rs. 40,000
		2. Asian Association of Rwanda, Kigali	Rs. 25,000
28.	Uzbekistan	Indian Friendship Society, Tashkent	Rs. 50,000
29.	Peru	Indo-Peruvian friendship cultural society, Lima.	Rs. 50,000

Details of Grant in Aid to Indo-Foreign Friendship Cultural Societies during 2005-2006

Sl.No.	Country	Name of Societies	Amount
1.	Mauritius	Mauritius-India Friendship Society	Rs. 50,000
2.	Vietnam	Vietnam—India Friendship Association, Hanoi	Rs. 50,000
3.	Cambodia	Indian Association Cambodia (AI-C)	Rs. 50,000
4.	Ugana	1. Indian Association, Uganda, Kampala	Rs. 40,000
		2. The Indian Association of Uganda,	Rs. 30,000
		3. Asian Association of Rwanda, Kigali	Rs. 25,000
5.	Peru	India-Peru Friendship Association	Rs. 1,25,000
6.	Bogota	Friendship of India Foundation	Rs. 1,25,000
7.	Mongolia	Indo-Mongolia Friendship Society	Rs. 1,25,000
8.	Bulgaria	1. Friendship of India Club	Rs. 50,000
		2. East-West Ideological Foundation	Rs. 50,000
9.	Egypt	Egypt-India Friendship Association	Rs. 50,000
10.	Venezuela	Indian Association of Venezuela	Rs. 1,00,000
11.	Madagascar	Indo-Malagasy Friendship Society	Rs. 1,25,000
12.	Czech Republic	Friendship of India Association	Rs. 1,00,000
13.	Italy	1. Indian Association of Rome	Rs. 50,000
		2. India-Italy Association of Friendship & Cooperation	Rs. 50,000
14.	Jamaica	1. National Council for Indian Culture	Rs. 1,00,000
		2. Indian Cultural Society in Jamaica	Rs. 1,00,000
15.	Myanmar	1. Lathia Sevashram, Thingangyun	Rs. 3,54,000
		2. Thiruvallur Kottam, Thaton	(for 15 societies)
		3. All Myanmar Sri Gita Prachar Samiti	
		4. Myanmar Andhra Hindu Religious Society	
		5. Myanmar Hindi Sahitya Sammelan, Yangon	
		6. Remakrishna Temple Trust, Yangon	
		7. Mahatma Gandhi Prayer Hall, Zeyawaddy	
		8. Sri Vermana Library	
		9. All Myanmar Hindu Central Board	
		10. Arya Pratinidhi Sabha, Myanmar	
		11. Aryan Art Centre, Arya Samaj, Zeyawaddy	
		12. Tamil Free School, Dalla	
		13. Bhartiya Sangeet Samelan, Kyauktage	
		14. Mahatma Gandhi Prarthna Bhavan, Kyauktage	
		15. Mahatma Gandhi Memorial Trust, Yangon	

Statement II***Cultural Exchange Programmes (CEPs) with various Countries***

Sl.No.	Country	Date of Signing	Validity Period
1.	Algeria	10.10.2003	2004-2006
2.	Armenia	22.05.2003	2003-2006
3.	Bangladesh	06.08.2005	2005-2008
4.	Brazil	02.02.2006	2006-2008
5.	Croatia	27.04.2005	2005-2007
6.	Cuba	05.09.2005	2005-2007
7.	France	07.11.2003	2003-2006
8.	Germany	25.10.2005	2006-2008
9.	Greece	09.09.2003	2003-2006
10.	Guyana	25.08.2003	2003-2006
11.	Hungary	03.11.2003	2003-2006
12.	Laos	Jan' 1996	1996-1998 continues till fresh CEP is signed
13.	Mexico	20.10.2005	2005-2007
14.	Mongolia	23.12.2005	2006-2008
15.	Myanmar	25.10.2004	2004-2006
16.	North Korea (DPRK)	18.09.2003	2003-2006
17.	Poland	15.03.2005	2005-2007
18.	Senegal	30.09.2004	2004-2007
19.	Singapore	19.10.2004	2004-2007
20.	Syria	15.11.2003	2003-2006
21.	Slovak Republic	13.12.2004	2004-2007
22.	Spain	31.03.2005	2005-2007
23.	Sri Lanka	22.01.2003	2003-2006
24.	South Africa	16.10.2003	2004-2006
25.	South Korea	15.12.2004	2004-2007
26.	Uzbekistan	05.04.2005	2005-2007

Details of Cultural Agreements with various Countries

Sl.No.	Name of the Country	Date of Signing
1	2	3
1.	Afghanistan	04.01.1963
2.	Algeria	01.06.1976
3.	Argentina	28.05.1974
4.	Armenia	14.12.1995
5.	Australia	21.10.1971
6.	Bahrain	08.01.1975
7.	Bangladesh	30.12.1972
8.	Belarus	14.05.1993
9.	Belgium	21.09.1973
10.	Belize	15.06.1994
11.	Benin	17.07.1986
12.	Bolivia	08.12.1997
13.	Bosnia & Herzegovina	20.09.2002 (Yugos)
14.	Botswana	14.05.1997
15.	Brazil	23.09.1969
16.	Bulgaria	02.02.1963
17.	Burkina-Faso	12.12.1983
18.	Cambodia	31.01.1996
19.	Chile	13.01.1993
20.	China	28.05.1988
21.	Columbia	22.05.1974
22.	Croatia	05.03.1999
23.	Cuba	21.07.1976
24.	Cyprus	24.10.1980
25.	Czech	11.10.1996
26.	Djibouti	31.01.1989
27.	Egypt	25.09.1958

1	2	3
28.	Estonia	15.10.1993
29.	Ethiopia	09.02.1983
30.	Finland	10.06.1983
31.	Franch	07.06.1966
32.	Germany	20.03.1969
33.	Ghana	12.10.1981
34.	Greece	22.06.1961
35.	Guyana	30.12.1974
36.	Hungary	03.03.1962
37.	Indonesia	29.12.1955
38.	Iran	10.12.1956
39.	Iraq	19.04.1973
40.	Israel	18.05.1993
41.	Italy	12.07.2004
42.	Iceland	19.10.2005
43.	Ireland	19.01.2006
44.	Jamaica	05.10.1992
45.	Japan	29.10.1956
46.	Jordan	15.02.1976
47.	Kazakhstan	22.02.1981
48.	Kenya	24.02.1981
49.	Kuwait	02.11.1970
50.	Kyrgyzstan	14.03.1992
51.	Laos	17.08.1994
52.	Latvia	01.09.1995
53.	Lebanon	07.04.1997
54.	Lesotho	05.10.1976
55.	Libya	24.08.1985
56.	Lithuania	20.02.2001
57.	Luxemburg	10.09.1996

1	2	3
58.	Madagascar	17.06.1997
59.	Malaysia	03.03.1978
60.	Maldives	07.09.1983
61.	Malta	14.01.1992
62.	Mauritius	06.02.1976
63.	Mexico	23.07.1975
64.	Moldova	19.03.1993
65.	Mongolia	09.02.1978
66.	Morocco	12.01.1981
67.	Mozambique	09.02.1978
68.	Myanmar	25.01.2001
69.	Namibia	25.01.1991
70.	Netherlands	24.05.1985
71.	Nicaragua	09.09.1986
72.	Nigeria	14.09.1982
73.	North Korea (DPRK)	02.07.1976
74.	Norway	19.04.1961
75.	Oman	03.08.1991
76.	Pakistan	31.12.1988
77.	Panama	02.02.2001
78.	Peru	25.01.1987
79.	Poland	27.03.1957
80.	Portugal	07.04.1980
81.	Philippines	06.09.1969
82.	Qatar	04.06.1980
83.	Romania	03.04.1957
84.	Rwanda	04.07.1975
85.	Russia	28.01.1993
86.	Senegal	21.05.1974

1	2	3
87.	Serbia & Montenegro	20.09.2002 (Yugos)
88.	Seychelles	22.12.1987
89.	Singapore	05.02.1993
90.	Slovak	11.03.1996
91.	Slovenia	16.12.1996
92.	Somalia	02.04.1979
93.	South Africa	04.12.1996
94.	South Korea	12.08.1974
95.	Spain	16.09.1982
96.	Sri Lanka	29.11.1977
97.	Sudan	28.11.1974
98.	Suriname	22.09.1992
99.	Syria	13.11.1975
100.	Tanzania	17.01.1975
101.	Tajikistan	15.02.1993
102.	Thailand	29.04.1997
103.	Trinidad & Tobago	13.03.1987
104.	Tunisia	24.06.1969
105.	Turkey	29.05.1951
106.	Turkmenistan	20.04.1992
107.	United Arab Emirates (U.A.E.)	03.01.1975
108.	Uganda	24.11.1981
109.	Ukraine	27.03.1992
110.	Uzbekistan	17.08.1991
111.	Venezuela	13.09.1984
112.	Vietnam	18.12.1976
113.	Yemen	22.07.1999
114.	Zaire	04.07.1978
115.	Zambia	26.01.1975
116.	Zimbabwe	22.05.1981
117.	Nepal	30.09.2004

*[Translation]***Death of Juveniles**

1215. SHRI V.K. THUMMAR:
SHRI JIVABHAI A. PATEL:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government is aware of the death of juveniles in juvenile homes;

(b) if so, the total number of juveniles died in such homes during each of the last three years;

(c) the percentage it constitutes of the total custodial deaths;

(d) whether special care is taken in dealing with juvenile delinquents; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) The Central Government does not maintain this information.

(b) and (c) Do not arise.

(d) Yes, sir.

(e) The model rules notified under the Juvenile Justice (Care and Protection of Children) Act, 2000 provide for proper institutional management of the juveniles in conflict with law.

*[English]***Discrimination between RTSAs and CBAs**

1216. DR. BABU RAO MEDIYAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of the discrimination being shown between Rail Travel Service Agents (RTSAs) and City Booking Agencies (CBAs)/Out Agencies;

(b) if so, the facts thereof;

(c) the terms and conditions of awarding/allotting RTSAs and CBAs;

(d) whether the Railways are demanding Security Deposits and Bank Guarantee when no risk of financial liability is involved;

(e) if so, the reasons therefor; and

(f) the corrective measures taken by the Railways to remove such discriminations between RTSAs and CBAs?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Railways do not discriminate between Rail Travel Service Agent (RTSA) and City Booking Agency (CBA)/Out Agency. The terms of engagement and nature of work of Rail Travel Service Agent and CBA are different.

(c) RTSA are allotted on the basis of calling application whereas City Booking Agency/Out Agency are awarded following tendering process.

(d) and (e) To safeguard the interest of Railway and heavy financial implication, City Booking Agencies are required to deposit adequate security for satisfactory performance of the contract and to cover monthly outstanding. In case of City Booking Agents having monthly turnover of Rs. 1 lakh, a bank guarantee is obtained in addition to security deposit.

(f) Does not arise.

Ban on Use of Alcohol In Films

1217. SHRI PRABODH PANDA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government proposes to ban the scenes depicting the use of alcohol in the films;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) to (c) There is no proposal in the Ministry of Information and Broadcasting to ban scenes depicting the use of alcohol in films. However, under the guidelines for certification of films in the Cinematograph (Certification) Rules, 1983, clause 2(v) states that scenes which have the effect of justifying or

glorifying drinking are not shown. The Central Board of Film Certification certifies films keeping in view the guidelines for certification.

Vacant Posts in Safety Categories

1218. SHRI PRABHUNATH SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether 20000 vacancies in Group 'D' in safety category and 3500 vacancies in DPF are lying vacant for long;

(b) if so, whether the Railways are aware that due to acute shortage of staff, Station Masters are forced to perform commercial duties like sale of tickets, booking of parcels/goods, attending public queries etc.; and

(c) if so, the steps taken to fill up vacant posts in the safety categories?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. There exist more than 20000 vacancies in Group 'D' category in safety categories and about 1375 vacancies in Railway Protection Force.

(b) Station Masters do perform commercial duties at station where separate staff is not justified due to less workload as the posting of commercial staff at the station depends on the number of tickets sold at the station. Performance of commercial duty has always been part of the duty list of Station Masters.

(c) General Managers have been empowered to assess their requirement of staff and fill up the same expeditiously by various modes of recruitment.

[Translation]

Funds Spent for Railway Projects

1219. SHRI ASHOK KUMAR RAWAT:
SHRI SHISHUPAL PATLE:
PROF. MAHADEORAO SHIWANKAR:

Will the Minister of RAILWAYS be pleased to state:

(a) the total number of railway projects of Ninth Five Year Plan that were included in the Tenth Five Year Plan and the total amount spent thereon;

(b) whether the Railways have estimated the amount spent out of the total budgetary allocation for on-going railway projects of the Tenth Five Year Plan period so far;

(c) if so, the details in this regard;

(d) whether the percentage of Internal and Extra Budgetary Resources (IEBRs) contribution in the elapsed years of Tenth Plan has been assessed; and

(e) if so, the details thereof, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) Information is being collected and will be laid on the Table of the Sabha.

Shifting of Office of ONGC

1220. SHRI JIVABHAI A. PATEL:
SHRI V.K. THUMMAR:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Corporate/head office of the Oil and Natural Gas Corporation (ONGC) is located at Dehradun;

(b) if so, the reasons for retaining the said office in Dehradun even when the sources of oil and natural gas are located at places far away from Dehradun;

(c) whether the Government considers the desirability of shifting the said office to some other place; and

(d) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The Headquarter of ONGC is located at Dehradun and the registered office is in New Delhi;

(b) Over a period of years, various facilities have been created by ONGC at Dehradun to provide support to exploration and production activities. The first premier R&D Institution—Keshav Dev Malviya Institute of Petroleum Exploration (KDMIPE) was set up in 1962.

Other institutions for R&D and training at Dehradun are: The institutes of Drilling Technology (IDT), Geo-Data Processing & Interpretation Centre (GEOPIC) and the ONGC Academy. Besides, various corporate functions like

HR, Finance and Materials Management are discharged from Dehradun.

(c) No Sir.

(d) Does not arise in view of (c) above.

[English]

Profit/Loss of IRCTC

1221. SHRI P. MOHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the details of profit/loss position of the Indian Railway Catering and Tourism Corporation (IRCTC) during each of the last three years; and

(b) the license fee realized by IRCTC from awarding contracts during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Indian Railway Catering and Tourism Corporation (IRCTC) has earned 'profit after tax' of Rs. 555.36 lakh, Rs. 411.99 lakh and Rs. 521.43 lakh for the year 2002-2003, 2003-2004 and 2004-2005 respectively.

(b) IRCTC's income from Licence Fees (on accrual basis) for the years 2002-2003, 2003-2004 and 2004-2005 are Rs. 760.67 lacs, Rs. 1019.40 lacs and Rs. 1527.50 lacs respectively.

Regional News Channels

1222. SHRI N.N. KRISHNADAS: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of Regional All India Radio (AIR) news channels broadcast from Delhi;

(b) whether there is any proposal to shift the regional AIR news channel of Malayalam from Delhi to Trivendrum;

(c) if so, the reasons therefor;

(d) whether there is any proposal to make available the AIR Malayalam news outside Kerala especially in Delhi; and

(e) if so, the details in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYARANJAN DASMUNSI): (a) Prasar Bharati has informed that AIR broadcasts national news in 17 Indian languages in addition to Hindi and English. Out of these, news bulletin in 14 Indian languages are prepared, edited and read from Delhi.

(b) No, Sir. Prasar Bharati has informed that presently, there is no such proposal.

(c) Question does not arise.

(d) and (e) Prasar Bharati has informed that presently, there is no such proposal.

Post Dated Orders for Compensation Claims

1223. SHRI D.P. SAROJ: Will the Minister of RAILWAYS be pleased to state:

(a) whether any scam has been unearthed by Central Bureau of Investigation (CBI) regarding issue of post dated orders for compensation claims of Railway Claims Tribunal, Nagpur Division Bench;

(b) if so, whether any inquiry has been conducted in this regard;

(c) if so, the details and outcome thereof; and

(d) the action taken against the persons found guilty?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Some files were seized by the Central Bureau of Investigation (CBI) on 19th May, 2005 from Railway Claims Tribunal, Ahmedabad and returned back on 5.8.2005. CBI, New Delhi intimated that scrutiny of the documents did not prima-facie reveal any irregularity in the matter.

[Translation]

Rakes for Transportation

1224. SHRI KRISHNA MURARI MOGHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to increase the number of rake points and change the category on the basis of size of the State for proper transportation of fertilisers;

(b) if so, the details thereof; and

(c) the time by which the decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

[English]

Discovery of New Oil and Gas Areas

1225. SHRIMATI NIVEDITA MANE:
SHRI DHARMENDRA PRADHAN:
SHRI KIRTI VARDHAN SINGH:
SHRI EKNATH MAHADEO GAIKWAD:
PROF. MAHADEORAO SHIWANKAR:
SHRI RAJIV RANJAN SINGH "LALAN":
SHRI RAMJI LAL SUMAN:
SHRI SHISHUPAL PATLE:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether an amount of Rs. 75,339.87 crore was allocated to discover new oil-wells or areas in the country during the Tenth Five Year Plan;

(b) if so, the total amount utilized out of the above mentioned amount, till December, 2005;

(c) the achievements made to discover the new areas in the country, so far, area-wise and company-wise; and

(d) the total oil extracted/likely to be extracted from these areas?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) During Tenth Five Year Plan period (2002-07), Plan outlay ONGC and OIL was Rs. 33,418.95 crore and Rs. 5,000 crore respectively.

(b) Upto December, 2005 are during Tenth Five Year Plan period, ONGC and OIL have utilized Rs. 30,002.80 crore and Rs. 2,745.37 crore respectively.

(c) During Tenth Five Year Plan period, ONGC have made twenty-two hydrocarbon discoveries, out of which, five were made in the State of Assam, one in Tripura,

two in Gujarat, one in Rajasthan, two in Andhra Pradesh, six in Krishna-Godavari offshore and five in western offshore areas. OIL has also made eleven oil and gas discoveries in Assam during Tenth Plan period. Apart from discoveries made by PSUs, Private/JV Companies have made forty-one oil and gas discoveries, out of which twenty-one discoveries were made by RIL in eastern offshore areas, fourteen oil and gas discoveries by Cairn Energy Private Limited in Rajasthan and Gujarat offshore areas, two gas discoveries by Niko Resources Limited in Gujarat, three oil and gas discoveries by Gujarat State Petroleum Corporation Limited in Gujarat and eastern offshore areas and one oil and gas discovery was made by Essar Oil Limited.

(d) In-place oil and gas reserves accreted by ONGC, OIL and Private/JV Companies during Tenth Five Year Plan period were 370.220 Million Metric Tonnes of Oil Equivalent (MMTOE), 61.480 MMTOE and 583.740 MMTOE respectively.

Defence Deals under Information Act

1226. SHRI CHANDRA BHUSHAN SINGH:
SHRI RASHEED MASOOD:

Will the Minister of DEFENCE be pleased to state:

(a) whether information about the defence deals are disclosed under the 'Right to Information' Act;

(b) if not, whether the Government is considering to bring the defence deals under the purview of "Right to Information" Act;

(c) if so, the details thereof; and

(d) the measures being taken by the Government to make defence deals transparent?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (c) The requests for information regarding defence deals are considered according to the provisions of the Right to Information Act.

(d) The defence deals are processed in accordance with the Defence Procurement Procedure (DPP), 2005, which is available on the Website of the Ministry of Defence. The Defence Procurement Procedure, 2005 has several provisions to ensure transparency.

[Translation]

Upgradation/Modernisation of Airports in States

1227. SHRI SAJJAN KUMAR:
SHRI BADIGA RAMAKRISHNA:
SHRI DUSHYANT SINGH:
SHRI K.C. PALANISAMY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to upgrade/modernise the airports in Rajasthan, Andhra Pradesh and Tamil Nadu;

(b) if so, the details thereof;

(c) the funds sanctioned for upgradation/modernisation of each airport in the said States;

(d) the present status of each airport, till date; and

(e) the time by which these airports are likely to be modernised/upgraded?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) to (e) Details of airports in Rajasthan, Andhra Pradesh and Tamil Nadu where upgradation/modernisation works have been undertaken and the estimated cost (in crores of Rupees) are as under:

Rajasthan: Jaipur (114.87), Udaipur (89.5), Jaisalmer (60.00) and Jodhpur (11.9)-The probable date of completion for construction of new international terminal complexes at Jaipur and Udaipur is March 2008 and November 2006 respectively. Construction of new apron at Jaipur and strengthening/extension of runway, apron etc. are at planning stage. Construction of new civil enclave, apron, link taxiway etc. at Jaisalmer is at planning stage. The probable date of completion for strengthening and widening of taxiway and apron at Jodhpur is December 2006.

Andhra Pradesh: Hyderabad (84.7), Vishakhapatnam (248.0)-At Hyderabad, Construction of parallel taxiway, strengthening and extension of runway etc. to be completed by February 2006, modification of terminal building area and extension of apron to be completed by February 2006, modification of terminal building area and

extension of apron to be completed by June 2006 and expansion of apron to be completed by March 2006.

At Vishakhapatnam, construction of new runway, apron, isolation bay, ground lighting facilities and other works to be completed by December 2006 and construction of new integrated passenger terminal building etc. to be completed by June 2007.

Tamil Nadu: Trichy (110.63), Madurai (105.25), Coimbatore (101.09)-At Trichy, strengthening and extension of runway to be completed by June 2006, construction of new integrated terminal complex to be awarded by July 2006 and strengthening and expansion of apron to be awarded by December 2007. At Madurai, strengthening and extension of runway to be completed by August 2006 and construction of new integrated terminal complex at planning stage. At Coimbatore, phase-I work of strengthening and extension of runway already completed and phase-II work of extension of runway with allied works and expansion and modification of terminal complex at planning stage.

Repairs of Old Tracks of Shahdara-Shamli

1228. SHRI PANKAJ CHOWDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for renewal of railway track between Shahdara-Shamli railway line; and

(b) if so, the details thereof and the time by which it is likely to be renewed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) As on 1.4.2005, 36.02 km Through Sleeper Renewal (Primary) (TSR (P)) and 4.5 km Through Rail Renewal (Primary) (TRR(P)) were sanctioned in the section Shahdara-Shamli. Out of this 27.57 km TSR(P) has been completed upto 31.1.2006.

[English]

Subsidy on LPG

1229. SHRI M. SHIVANNA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has any proposal to provide LPG subsidy only to the very poor people;

(b) if so, whether Union Government has sought the opinion of the State Governments in this matter; and

(c) if so, the response of the State Governments thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) This Ministry had asked for the views of the State Governments on the suggestion of restricting the supplies of subsidized domestic LPG to only the BPL families. This matter was also subsequently discussed in a meeting held in this Ministry in December, 2005 with the representatives of the State Governments, and the view that emerged in the meeting was that subsidized domestic LPG is used to a considerable extent by APL families also and thus restricting it to only BPL families may not serve any purpose.

[Translation]

Free Residential Schools for SC/ST/OBC and Minorities Children

1230. SHRI KASHIRAM RANA:
SHRI HARISINH CHAVDA:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government proposes any scheme to establish free residential schools for the children belonging to Scheduled Castes, Scheduled Tribes, Other Backward Classes and Minority Communities at block-level;

(b) if so, the details thereof; and

(c) the funds earmarked in this regard during 2005-06?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (c) The Government has launched Kasturba Gandhi Balika Vidyalaya (KGBV) scheme, in August 2004, for setting up of residential schools at upper primary level for girls belonging predominantly to SC/ST/OBC and minorities communities, in educationally backward blocks where female rural literacy is below and the gender gap is above the national average. A minimum of 75% of the enrolment are reserved for girls from SC/ST/OBC or minority communities. The expenditure under the scheme is shared in the 75:25 ratio between the Centre and the States. The scheme is being implemented in 21 States namely: Andhra Pradesh, Arunachal Pradesh, Bihar, Jharkhand, Gujarat, Himachal Pradesh, Haryana, Karnataka, Jammu and Kashmir, Madhya Pradesh, Chhattisgarh, Maharashtra,

Meghalaya, Orissa, Punjab, Rajasthan, Tamil Nadu, Tripura, Uttar Pradesh, Uttaranchal and West Bengal. The budget allocation for financial year 2005-06 is Rs. 250 crore. Initially, 750 KGBVs were approved and Government of India has approved an additional 430 KGBVs on 1st February 2006.

The Ministry of Social Justice and Empowerment and the Ministry of Tribal Affairs are implementing two schemes namely Grant in aid to Voluntary Organizations working for Scheduled Castes and Grant in aid to

Voluntary Organization for Scheduled Tribes. Under these schemes assistance is provided for skill development of the target groups to enable them to start income generating activities and setting up of residential schools for SC/ST students. The allocation for the year 2005-06 under this scheme of Grant-in-aid to voluntary organisation is Rs. 27.00 crore and Rs. 22.00 crore respectively.

The Ministry of Tribal Affairs is also implementing following schemes with allocation for 2005-06 indicated against each for establishment of residential schools:

Sl.No.	Name of the Scheme	Allocation (Rs. in crore)
1.	Education Complex in low literacy pockets for ST girls	6.00
2.	Eklavya Model Residential School	49.32 (released)
3.	Establishment of Ashram School in Tribal Sub Plan (TSP) areas	6.00

[English]

Army Personnel/Officers Killed in Terrorist Activities

1231. DR. K. DHANARAJU:

SHRI THAWAR CHAND GEHLOT:

Will the Minister of DEFENCE be pleased to state:

(a) the number of Army personnel/officers killed/injured

on account of the terrorist activities in the past three years in Jammu and Kashmir; and

(b) the compensation paid to the families of victims?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) The casualties suffered by Army personnel/officers due to terrorist activities (terrorist action) in Jammu and Kashmir in Operation Rakshak during each of the last three years are as follows:

Year	Fatal				Non-Fatal			
	Officers	Junior Commissioned Officers	Other Ranks	Total	Officers	Junior Commissioned Officers	Other Ranks	Total
2003	17	23	188	228	42	40	483	565
2004	12	9	146	167	27	22	320	1369
2005	8	8	90	106	15	12	205	232
Total	37	40	424	501	84	74	1008	1166

A comprehensive welfare package for the Armed Forces personnel, which includes an ex-gratia lump sum compensation in a graded scale, liberalized special family pension on the basis of last pay drawn by the deceased personnel, death gratuity and family gratuity as per specified rates and Insurance Cover, as applicable, has

been implemented for the next of kin of those killed in terrorist action. Payment of dues is a continuing process and all benefits as applicable to the next of kin of deceased personnel are being paid on the completion of necessary documentation and on meeting the legal requirements.

Arrangements at Airports during Fog Time

1232. DR. RATTAN SINGH AJNALA:
SHRI M. RAJA MOHAN REDDY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether arrangements at Airport terminals to handle the rush of passengers during the fog-hit flight schedules are grossly inadequate;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this direction?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir. All efforts are made by the Airports Authority of India (AAI)/ Ministry of Civil Aviation to ensure smooth handling of flights during every fog period.

(b) and (c) Various steps taken by AAI in this regard, *inter-alia*, include setting up of control rooms at terminals, supply of additional foodstuff, mineral water, tea, coffee and beverages, forecasting of Meteorological Information regularly at an interval of six hours, provision of special counters to disseminate flight information, provision of additional chairs in all the terminals, prompt display of flight delays, positioning of additional staff for toilet cleaning, deployment of additional man power to look after congestion and customs, Immigration, X-ray machines and security. Besides, Airport Directors of Ahmedabad, Lucknow, Jaipur, Nagpur, Bhubaneshwars, and Vadodara were insisted to gear up existing facilities like parking bays, safety services and increased watch hours for air traffic services to handle fog diverted air traffic from Delhi airport.

[*Translation*]

**Shortage of Pilots, Engineers
and Technical Staff**

1233. SHRI TUFANI SAROJ:
SHRI BADIGA RAMAKRISHNA:
SHRI BACHI SINGH RAWAT "BACHDA":
SHRI S.K. KHARVENTHAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the increasing air traffic has led to shortage of pilots, engineers and technical staff in the country;

(b) if so, whether the Planning Commission has instructed the Ministry of Civil Aviation to train sufficient number of pilots, engineers and technical staff every year till the year 2010; and

(c) if so, the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. Due to the sudden growth of aviation industry shortage of pilots and other technicians has been felt by the airlines.

(b) No, Sir.

(c) Does not arise.

[*English*]

Criteria for Declaring Classical Language

1234. SHRI D. VITTAL RAO: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) the criteria being followed to declare any language as classical language;

(b) whether the Government is considering to relax the said criteria for declaring a language as classical;

(c) if so, the detail thereof;

(d) the details of the languages declared as classical languages so far;

(e) whether there is any proposal to be declared Telugu as classical language;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) Ministry of Home Affairs created a new category of languages as 'Classical Languages' vide notification No. IV-14014/7/2004-NI-II dated 12th October, 2004 read with the Corrigendum Notification dated 29th October 2004 and amended by Notification dated 25th November, 2005. Accordingly, the

following criteria was laid down to determine the eligibility of languages to be considered for classification as a 'Classical Language':

- (i) High antiquity of its early texts/recorded history over a period of 1500-2000 years.
 - (ii) A body of ancient literature/texts, which is considered a valuable heritage by generations of speakers.
 - (iii) The literacy tradition be original and not borrowed from another speech community.
 - (iv) The classical language and literature being distinct from modern, there may also be a discontinuity between the classical language and its later forms or its offshoots.
- (b) and (c) The criteria was amended vide notification dated 25th November 2005.
- (d) Tamil and Sanskrit.
- (e) Yes, Sir.
- (f) We have received representations from various quarters for declaring Telugu as classical language. A Committee of Linguistic Experts has been constituted to examine the claims of any Indian Language for Classical Status. This Committee will advise the Government in the matter.
- (g) Does not arise.

[Translation]

New Pilot Training Institute/Academy

1235. SHRI TEK LAL MAHTO:
SHRI S.K. KHARVENTHAN:
SHRI ASADUDDIN OWAISI:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether there has been acute shortage of pilots in the country due to steep rise in the aviation sector;
- (b) if so, whether the Government is planning to set up a new pilot training institute/academy and strengthen the existing institute/academy in the country to meet the growing demand of pilots;

(c) if so, the detailed strategy chalked out by the Government in this regard;

(d) the total funds likely to be spent by the Government on modernisation and setting up of a new academy in the near future;

(e) whether the Government is also planning to explore possibilities of joint-ventures for the new pilot training institutes; and

(f) if so, the details thereof and the progress made so far in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir.

(c) to (f) The Government propose to upgrade Indira Gandhi Rashtriya Uran Akademi, Rae Bareilly at an estimated cost of Rs. 57 crores, approximately. This includes induction of single engine and multi engine aircraft, rebuilding of helicopters, modernisation of runway, construction of additional building for hostel, hanger and office and acquisition of the adjacent Sultanpur airfield. The upgradation would increase its output from 40 trainees per year to 100 trainees per year. The new institute is proposed to be set up at Gondia in Maharashtra. Final decision on the structure of the proposed institute is yet to be taken.

Doordarshan Kendras in Rental Buildings

1236. SHRI MUNAWAR HASSAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the studios of the Doordarshan Kendras in different States are operating from rental buildings;

(b) if so, the details thereof and the total amount of rent paid during each of the last three years;

(c) whether the Government has taken any steps for construction of buildings for these Kendras; and

(d) if so, the details thereof and the time by which the construction work for these buildings is likely to be started and completed?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) to (d): Only the Doordarshan Kendra at Gorakhpur is operating from a rented building, for which the rent is being paid at Rs. 1,22,940/- p.a. The construction of Doordarshan's own

Studio building at Gorakhpur is in progress and is expected to be completed during 2006-07.

[*English*]

Programmes on Nationalism

1237. SHRI DHARMENDRA PRADHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether programmes intended to promote sense of nationalism among the Indian youths are being telecast and broadcast on regular basis;

(b) if so, the details thereof;

(c) whether the Government has motivated the private channels in this regard; and

(d) if so, the response of the private channels thereto?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) and (b) Yes, Sir. Prasar Bharati has informed that AIR and DD regularly broadcast/telecast programmes in various formats intended to promote nationalism among the Indian Youth.

(c) No, Sir. Private Channel programming is determined by channels themselves.

(d) Does not arise.

[*Translation*]

Electrification of Delhi-Rohtak Railway Section

1238. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any scheme regarding electrification of Delhi-Rohtak section under Northern Railways is under the consideration of the Government;

(b) if so, the details thereof; and

(c) the time by which the said railway section is likely to be electrified?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

[*English*]

Modernisation of Platform at New Jalpaiguri Railway Station

1239. SHRI JOACHIM BAXLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are preparing an action plan to modernize and increase the number of platforms at New Jalpaiguri Railway Station;

(b) if so, the details thereof alongwith the funds allocated for the projects; and

(c) the steps being taken to implement the action plan?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) New Jalpaiguri is a Category 'A' Station having all the requisite facilities as per laid down norms. Seven number of works as shown in the enclosed statement at an anticipated cost of Rs. 1,38,35,000/- to improve various facilities at this Station have also been taken up.

Statement

Details of works being taken up to improve the various facilities at New Jalpaiguri Railway Station

(Figures in lakhs of Rs.)

Sl. No.	Particular of Works	Anticipated Cost	Expenditure Incurred upto 31.3.05	Funds allotted for 05-06
1	2	3	4	5
1.	Air port pattern train arrival and departure time table board (LCD) linked with moving LED board at Platform.	30.64	30.00	0.64

1	2	3	4	5
2.	Provision of LED based train arrival and departure indicator and coach guidance system	15.46	10.65	4.81
3.	Improvement to platform surface with provision of chequered tiles for disabled person on Platform No. 2-3 & 4-5	21.00	19.13	1.87
4.	Provision of ramp connecting new Foot Over Bridge to Broad Gauge platform No. 1, 5 and road side station building.	29.37	nil	8.25
5.	Improvement to existing vending stalls into modular	7.10	4.06	2.50
6.	Provision of mechanized high pressure cleaning system on passenger Platform No. 1 & 2	27.96	nil	7.95
7.	Neck tiles/concrete paved block on platform No. 2 & 3	7.00	nil	7.00
Total		138.35	63.84	33.02

Cooperation In Oil Sector with Saudi Arabia

1240. SHRI JYOTIRADITYA M. SCINDIA:
SHRI SANTOSH GANGWAR:

With the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Saudi Arabia has invited Indian oil companies for collaboration in oil and gas exploration projects;

(b) if so, the details thereof;

(c) the steps taken by the Government in this regard;

(d) whether any agreement has been signed in this regard;

(e) if so, the details thereof; and

(f) the estimated profit likely to be accrued therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (f) During the state visit of the King of Saudi Arabia to India in January 2006, the Delhi Declaration was signed by the Prime Minister of India and the Saudi Monarch on 27th January, 2006. The Declaration sets out a common vision for regional and bilateral cooperation and an agenda for cooperation in specific areas.

In terms of the Declaration, the two countries have agreed to develop "a strategic energy partnership based on complementarity and interdependence". The elements of this "Partnership" shall include:

(i) Joint ventures in the public and private sectors in the upstream and downstream oil and gas sectors in India and Saudi Arabia as well as in third countries;

(ii) Saudi investments in oil refining, marketing and storage in India; and,

(iii) Setting up of Indo-Saudi ventures for gas-based fertiliser plants in Saudi Arabia.

The Declaration provides that the two Governments would support the efforts of the business persons of the two countries to pursue cooperative projects for mutual benefit.

The Delhi Declaration is expected to provide a sound basis for profitable and mutually beneficial Indo-Saudi cooperation in the petroleum sector in the coming years.

Investment In Hydrocarbon Sector by Oil Multinational Companies

1241. SHRI P.S. GADHAVI:
SHRIMATI JAYABEN B. THAKAR:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has constructed a Two Member Panel to suggest ways of attracting investments by the oil multinational companies in domestic hydro-carbon sector;

(b) if so, the details thereof;

(c) whether the said panel has given its views/suggestions in the matter; and

(d) if so, the details thereof and the follow-up action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) No, Sir. The Government has not constructed a Two Member Panel to suggest ways of attracting investments by the oil multinational companies in domestic hydro-carbon sector.

(b) to (d) Does not arise in view of (a) above.

Indian Traditional Folk Cultures

1242. SHRI RAVI PRAKASH VERMA: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government is aware that most of Indian traditional folk cultures are disappearing;

(b) if so, whether the Government proposes to formulate any concrete policy to revive the Indian folk arts;

(c) whether due to fall in the number of tourists on account of terrorism, the folk artists of India are on the verge of starvation; and

(d) if so, measures being taken to give incentives to the artists?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) It may not be correct to say that most of the Indian traditional folk cultures are disappearing. The Zonal Cultural Centres under the Department of Culture have been reviving and supporting folk art forms, by providing performing opportunities. Besides, schemes like Guru Shishya Parampara, Documentation, National Cultural Exchange Programme, Theatre Rejuvenation Programmes which are also being implemented, have led to the revival of a number of traditional folk art forms.

(c) No Sir.

(d) Does not arise.

Extension of Sabari Rail to Trivandrum

1243. SHRI VARKALA RADHAKRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any request for extension of the Sabari Rail to Trivandrum via Punalur and Nadumangad;

(b) if so, the details thereof;

(c) whether the Railways have conducted any survey in this regard;

(d) if so, the details thereof; and

(e) the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Yes, Sir. Survey for construction of new line from Erumeli to Trivandrum via Punalur & Nedumangad has been taken up and completed in October, 2005. As per the survey report, cost of construction of 136 kms long new line has been assessed as Rs. 698.48 crore with a rate of return of (-) 1.514%.

Survey for new line from Sabarimala to Chengannur has been included in the Budget 2006-07.

(e) No time frame in this regard has been fixed.

[Translation]

Safety Measures in Ordnance Factories and Depots

1244. SHRI RAGHURAJ SINGH SHAKYA: Will the Minister of DEFENCE be pleased to state:

(a) whether fire safety measures have been taken in the ordnance factories and ordnance depots;

(b) if so, the details thereof; and

(c) the total amount spent for purchase of fire fighting equipment during each of the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (RAOINDERJIT SINGH): (a) and (b) Yes, Sir. Adequate fire safety measures have been taken in all the ordnance factories and depots. Modern fire fighting equipment has been provided to all the units. Each unit has a dedicated safety section and also fire brigade section, headed by qualified officers and round the clock vigil is kept. Periodical training is imparted to all staff on safety matters. All required precautions as per prevailing norms are being strictly observed.

(c) The amount spent on procurement of fire fighting equipment by Ordnance Factories and Depots, during the last three years is as under:

Sl. No.	Year	Amount (Rs. in Crores)
1.	2002-2003	21.62
2.	2003-2004	18.35
3.	2004-2005	103.69

[English]

Full-Fledged Railway Station at Old Goa

1245. SHRI SHRIPAD YESSO NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for not setting up a full-fledged railway station at old Goa which is closer to the State capital; and

(b) the reasons for not stopping the trains at old Goa causing great inconvenience to the passengers and set back to the Tourism Industry?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) There is a full-fledged Railway station at Old Goa, which is closer to the State Capital, known as Karmali. Six pairs of Mail/Express/Passenger trains have been provided halt at Karmali. The station also has Passenger Reservation System (PRS) booking facility.

(b) Halt has been given to 6 pairs of trains at Karmali Station, out of which 4 pairs are daily trains and 2 pairs are weekly trains.

Performance of Workshops

1246. SHRI RAGHUNATH JHA: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that performance audit of army base workshops disclosed significant underperformance and missing of the targets of overhaul by 40 to 68 percent during 1999-2004;

(b) if so, whether it is also a fact that inefficient performance of these workshops left the army with accumulation of large number of repairable tanks, combat vehicles and guns affecting army battle readiness; and

(c) if so, the steps taken by the Government to upgrade the performance of army base workshops?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (c) An audit was carried out by the Comptroller & Auditor General of India (C&AG) on the performance of the Army Base Workshops for the period 1999-2004. The C&AG had stated that there was an under-performance of the Army Base Workshops. The observations of audit have not been agreed to and so stated in the reply to the draft audit para.

The performance of Army Base Workshops has not been inefficient. The capacity utilization of six Army Base Workshops out of eight has been more than 100% and the remaining two have achieved utilization of 96% and 82% respectively. The battle worthiness of the equipments held has always been more than 90%. Army Base Workshops constantly upgrade their skills to deliver the output as per the planned targets.

Supply of Vessels to ONGC

1247. SHRI BALASHOWRY VALLABHANENI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Oil and Natural Gas Corporation has decided to impose an age limit on the supply of vessels chartered by it;

(b) if so, the reasons therefor;

(c) whether it is a fact that the rent cost of these chartered vessels will increase due to such imposition;

(d) if so, the details thereof; and

(e) the steps taken by ONGC to curb the rent cost of such vessels?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL) (a) No, Sir.

(b) to (e) Question does not arise.

Pune Airport

1248. SHRI TUKARAM GANGADHAR GADAKH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to develop the Pune Airport of International standard;

(b) if so, the details thereof; and

(c) the estimated cost alongwith the time by which the said airport is likely to be developed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) and (c) Expansion and modification work of Terminal Building at a cost of Rs. 14.56 crores has been awarded and is likely to be completed by June, 2006.

The award of work for expansion and strengthening of apron, taxiway and construction of link taxiway at a cost of Rs. 8.35 crores is at preliminary stage. It is also proposed to have a parallel taxi-track and ILS facilities. No Objection Certificate (NOC) has been received from Indian Air Force (Ministry of Defence). The work is likely to be completed by September, 2006.

Setting up of Coast Guard Station

1249. SHRI C.K. CHANDRAPPA:
SHRI PANNIAN RAVINDRAN:
SHRIMATI ARCHANA NAYAK:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has approved the proposal for setting up of a Coast Guard Station at Beypore in Kerala;

(b) if so, the details thereof; and

(c) the time by which the work is likely to be started?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (c) The Government has accorded 'in principle' approval on 15th January, 2006 to set up a Coast Guard Station at Beypore during the current Coast Guard Development Plan period 2002-2007. The land for opening of the Coast Guard Station at Beypore is being identified in consultation with the Government of Kerala. Necessary approvals of the Competent authorities would be sought once the land has been identified. The date of starting the project can be decided thereafter.

Modernisation of Airports in N.E. Region

1250. SHRI SARBANANDA SONOWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any plan for modernization of airports in North-Eastern region particularly in Assam;

(b) if so, the details thereof;

(c) the funds allocated for modernisation of each airport in the North-Eastern region;

(d) the progress made so far in this regard; and

(e) the time by which these airports are likely to be modernised?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) to (e) Details of airports in the North Eastern region including Assam where development works relating to terminal building, runway, apron, taxiway etc. have been undertaken, the estimated cost (in crores of rupees) and probable date of completion are as under: ASSAM: Guwahati (8.00) – August, 2006, Jorhat (20.00) -planning stage. Dibrugarh (68.00) – runway work awarded but foreclosed due to land dispute. Terminal building work to be completed by March, 2007. Silchar (31.00) – during 2007. MEGHALAYA: Shillong (35.00) – planning stage. TRIPURA: Agartala (5.00) – planning stage.

[Translation]

News Compilation Centre

1251. SHRI JASWANT SINGH BISHNOI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government is contemplating to open a news compilation centre in Jodhpur district of Rajasthan; and

(b) if so, the time by which it is likely to be opened?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) and (b) No, Sir. Prasar Bharati has informed that there is no such proposal at the moment.

[English]

Oil Prices in World Market

1252. SHRI REWATI RAMAN SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state the current trend in oil prices in world market and its likely impact on the oil prices in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): Since the end of 2003, there has been an unprecedented, sharp and spiraling increase in international oil prices combined with considerable week-to-week and even day-to-day volatility. The current trend in international prices is given in the statement enclosed. Government, therefore, froze the prices of PDS kerosene and began modulating the prices of petrol and diesel also, in addition to that of domestic LPG. Consequently, the full impact of the international price increase has not been passed on to consumers of these sensitive products. The price revisions effected by the Government were on account of the steep increase in international prices coupled with periodical changes in tax structure based on the Government policy. The Government pricing policy has attempted to strike the right balance between the interests of the stake-holders, namely, the consumers, Oil Marketing Companies and the Government.

Statement

Trend in the international oil prices

	Crude oil (Indian Basket) \$/bbl	Petrol \$/bbl	Diesel \$/bbl	Kerosene \$/bbl	LPG \$/MT
1	2	3	4	5	6
March 2002	23.31	26.43	23.27	23.65	194.00
2002-03	26.66	30.15	28.93	29.33	280.40
2003-04	27.96	35.03	30.48	31.19	278.45
2004-05	39.22	49.01	46.91	49.50	368.52
Feb'05	42.58	53.70	50.09	52.24	369.20
Mar'05	49.27	58.72	59.83	63.74	380.00
Apr'05	49.43	60.23	61.36	69.00	416.80
May'05	47.02	53.37	56.45	61.09	421.80
June'05	52.72	58.38	65.61	66.98	394.80
July'05	55.01	63.43	66.09	67.75	399.80
Aug'05	60.03	72.52	68.09	73.42	403.60
Sept'05	59.74	78.93	71.78	75.70	438.20

1	2	3	4	5	6
Oct'05	56.28	67.91	67.97	71.33	517.00
Nov'05	53.31	59.48	57.69	60.91	547.00
Dec'05	55.05	59.90	60.23	66.99	536.00
Jan'06	60.61	65.42	64.95	72.85	581.00
Feb'06 (upto 23rd)	59.01	63.88	62.87	72.40	625.00
Average (Apr'05 to 23rd Feb'06)	55.29	63.90	63.99	68.95	480.09
Increase in international prices in April'05 to 23rd Feb'06	137.2%	141.8%	174.9%	191.5%	147.5%
Increase in current retail price over Mar'02 (Delhi retail prices considered)	—	63.8%	83.54%	0.78%	22.58%

The current composition of Indian Basket of Crude represents Average of Oman & Dubai for sour grades and Brent (Dated) for sweet grade in the ratio of 58:42.

Allotment of Petrol Pumps/LPG Dealerships to Families of Kargil Martyrs

1253. SHRI N. JANARDHANA REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether a number of widows of Kargil Martyrs have not so far been given the promised petrol pumps and LPG dealerships;

(b) if so, the reasons for the delay;

(c) the number of war widows eligible for getting petrol pumps and LPG dealerships, have not been given dealerships so far, State-wise; and

(d) the time by which the petrol pumps/LPG agencies are likely to be allotted to them?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (d) Government had introduced a special scheme in 1999 for the allotment of retail outlet dealerships (petrol pumps) and LPG distributorships to the widows/next of kin of the defence personnel killed in action in "Operation Vijay" (Kargil). Under the scheme, the Director General Resettlement (DGR) under Ministry of Defence, Government of India, recommends to the Ministry of Petroleum & Natural Gas (MOP&NG) the names of the beneficiaries, and the locations where they would like to set up the dealerships/distributorships. Allotments are approved by the Government on the recommendation of the oil industry, after undertaking feasibility studies of the locations opted for by those beneficiaries.

Out of 475 effective recommendations received from the DGR, as on 10.10.2005, 22 persons were not interested in taking up dealerships/distributorships, and in 4 cases, feasibility study of locations was to be re-done as earlier locations were not found commercially viable. Out of the remaining 449 cases approved for allotment in favour of the widows/next of kin of the martyrs, 253 retail outlet dealerships and 131 LPG distributorships were

commissioned, leaving a balance of 61 retail outlet dealerships and 4 LPG distributorships which were yet to be commissioned. Commissioning of these 65 dealerships/distributorships was held up owing to circumstances enumerated as under:

(i)	Work under progress	-1 case
(ii)	Land obtained but clearance awaited	-8 cases
(iii)	Land identified	-10 cases
(iv)	Looking for land	-25 cases
(v)	Company-Owned-Company-Operated outlets offered	-2 cases
(vi)	Letter of Intent to be issued	-11 cases
(vii)	Reassessment of feasibility (earlier locations were not viable)	-7 cases
(viii)	Request from allottee for change in location.	-1 case

As can be seen, in most of the cases, delay in commissioning of the allotted dealerships/distributorships is attributable to issues related to acquisition of land. The public sector oil marketing companies, who are to commission these dealerships/distributorships, have been making efforts with Government authorities/private parties to obtain land, and also to complete other formalities for the expeditious commissioning of these allotments.

Infrastructure Status for Domestic Oil and Gas Exploration and Production

1254. SHRI B. MAHTAB: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is any proposal to give exploration and production in domestic oil and gas hunt the infrastructure status; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) This Ministry has received

representations from the oil industry to accord infrastructure status to companies engaged in exploration and production of oil and gas. However, after consulting different Ministries/Departments, Government has decided not to accord infrastructure status to the companies engaged in exploration and production of oil and gas.

[Translation]

Private Sector Participation in Defence Production

1255. SHRI MOHAN SINGH:
SHRI MILIND DEORA:

Will the Minister of DEFENCE be pleased to state:

(a) the status of the Kelkar Committee's findings on allowing the private sector in defence production;

(b) the details of proposals received by the Government for Foreign Direct Investment (FDI) in defence production;

(c) the sector identified for production, research and development with private sector participation; and

(d) the details of projects being implemented with private participation?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (RAO INDERJIT SINGH): (a) The private sector has already been allowed, since May 2001, to participate in Defence production.

(b) The two proposals received for 26% FDI in the Defence sector have been approved.

(c) The Indian private sector has the freedom to participate in any sector of Defence industry, which is now open up to 100% for their participation, subject to licensing.

(d) In indigenous development and production of Defence equipment, private sector companies have been supplying inputs including raw materials, assemblies, sub-assemblies, components etc., to Defence PSUs, Ordnance Factories and the Defence Research & Development Organisation.

Facilities at Airports in Uttar Pradesh

1256. MOHD. MUKEEM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the facilities at the airports in Uttar Pradesh are far below the National / International standards; and

(b) if so, the steps proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The facilities available at Varanasi and Lucknow airports on airside are as per international standards. However, as regards facilities on city side at these two airports i.e., Terminal Building Complex, Airports Authority of India (AAI) has initiated action to upgrade the infrastructure facilities to international standards level. Various works like construction of new terminal building, extension of runway at Varanasi is subject to cooperation from State Government. There is a plan for construction of integrated terminal building at Lucknow airport. Regarding Defence airfields at Agra, Kanpur (Chakeri), Allahabad and Gorakhpur, AAI maintains Civil Enclaves where available facilities are adequate for existing flights schedule.

Pantry Car Facility In Trains

1257. SHRI ILYAS AZMI: Will the Minister of RAILWAYS be pleased to state:

(a) the criteria adopted for provision of pantry car facility in trains;

(b) the name of long distance trains running without pantry car facility alongwith the reasons therefor;

(c) the name of trains provided/to be provided with the pantry car facility during 2005-06 and 2006-07;

(d) whether the Railways have received any requests from the public representatives to provide the pantry car facility in Godaan Express;

(e) If so, the details thereof; and

(f) the action taken by the Railways in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) As per policy pantry cars are attached on Premier/Superfast and Mail/Express trains. Priority for allotment of pantry Cars for various Zonal Railways is as under:

(i) First priority to Rajdhani Express trains.

(ii) Second priority to long distance Premier, Superfast trains.

(iii) Third priority to mail and express trains with more than 24 hours journey time each way.

(iv) Fourth priority, the remaining trains, preference to those trains where vestibules are provided.

(b) There are about 93 number of long distance Super-fast/Mail Express trains on Indian Railways which presently do not have pantry car attached although the journey time of these trains is of more than 24 hours each way and which have ten sleeper coaches or above. The names of trains in which pantry car is not available in enclosed as statement-I. The reasons for non-provision of pantry car facilities in these trains include sufficient stoppages at stations where satisfactory catering services from static catering units are available enroute and operational constraints like non-availability of rolling stock, room on train etc. Pantry Car services on long distance trains are, however, being introduced in a phased manner subject to availability of new pantry car.

(c) The names of the trains in which pantry car facility has been provided during 2005-06, is enclosed as statement-II.

The names of trains in which Pantry Car facility is to be provided during 2006-07 have not yet been finalised.

(d) to (f) Yes, Sir. Provision of Pantry Car on trains is an ongoing process subject to policy, priority, resources, including rolling stock and operational feasibility.

Statement-I

*Long distance Mail/Express trains (journey time of more than 24 hours in both ways)
running without Pantry Car*

S.No.	Train No.		Train Name
1	2	3	
1.	1039	1044	Sri Chatrapati Sahu Maharaj (T)-Gondia Maharashtra Express
2.	1043	1044	Lokmanaya Tilak (T)-Madurai Express
3.	1053	1054	Nizamuddin-Sri Chatrapati Sahu Maharaj (T) Express.
4.	1055	1056	Gorakhpur-Lokmanya Tilak (T) Godan Exp.
5.	1057	1058	Dadar-Amritsar Exp.
6.	1059	1060	Chhapra-Lokmanya Tilak (T) Godan Express
7.	1067	1068	Lokmanaya Tilak (T)-Faizabad Saket Express
8.	1069	1070	Lokmanaya Tilak (T)-Allahabad Exp
9.	1071	1072	Lokmanaya Tilak (T)-Varanasi Kamayani Express
10.	1093	1094	Mumbai-Varanasi Mahanagari Express
11.	1097	1098	Pune-Emakulam Pooma Express
12.	1123	1124	Barauni-Gwalior Mail
13.	1159	1160	Howrah-Gwalior Chambal Express
14.	1181	1182	Howrah-Agra Cantt Chambal Express
15.	1405	1406	Manmad-Visakapatnam/Kakinada Town Express
16.	1447	1448	Howrah-Jabalpur Shaktipunj Express
17.	1463	1464	Veeraval-Jabalpur Express
18.	1465	1466	Veeraval-Jabalpur Express
19.	2145	2146	Lokmanya Tilak (T) Bhubaneswar Exp.
20.	2315	2316	Sealdah-Ajmer Ananaya Exp.
21.	2317	2318	Sealdah-Amritsar Akal Takht Exp.
22.	2327	2328	Howrah-Dehradun Upasana Exp.
23.	2405	2406	Bhusawal-Nizamuddin Gondwana Exp.
24.	2409	2410	Bilaspur-Nizamuddin Gondwana Exp.
25.	2645	2646	Emakulam-Nizamuddin Millenium Exp.

1	2	3
26.	2647	2648
27.	2905	2906
28.	2941	2942
29.	2977	2978
30.	3009	3010
31.	3019	3020
32.	3025	3026
33.	3039	3040
34.	3049	3050
35.	3111	3112
36.	3133	3134
37.	3287	3288
38.	3289	3290
39.	3307	3308
40.	3447	3448
41.	4007	4008
42.	4015	4016
43.	4017	4018
44.	4265	4266
45.	4309	4310
46.	4311	4312
47.	4313	4314
48.	4317	4318
49.	4523	4524
50.	4649	4650
51.	4673	4674
52.	4707	4708
53.	4853	4854
54.	5001	5002

Coimbatore-Nizamuddin Kongu Exp.

Porbander-Howrah Exp.

Asansol-Ahmedabad Parasnath Exp.

Ernakulam-Jaipur Marusagar Exp.

Howrah-Dehradun Express

Howrah-Kathgodam Bagh Exp.

Howrah-Bhopal Express

Howrah-Delhi Janata Exp.

Howrah-Amritsar Exp.

Sealdah-Delhi Lal Quila Express

Sealdah-Varanasi Express

Tata Nagar/Durg-Patna South Bihar Express

Rajendranagar-Jammutawi Archana Exp.

Dhanbad-Firozpur Ganga Sutlej Express

Bhagalpur-Dadar Express

Muzaffarpur-Delhi Sadhbhavana Exp.

Raxaul-Delhi Sadbhavana Express

Muzaffarpur-Delhi Sadbhavana Express

Varanasi-Dehradun Exp.

Ujjain-Dehradun Ujjaini Express

Bareilly-Bhuj Ala Hazrat Express

Dadar-Bareilly Express

Indore-Dehradun Express

Muzaffarpur-Ambala Cantt Harihar Express

Darbhanga-Amritsar Saryu Yamuna Express

Darbhanga-Amritsar Shaheed Express

Bikaner-Bandra (T) Ranakpur Express

Varanasi-Jodhpur Marudhar Exp.

Muzaffarpur-Dehradun Express

1	2	3
55.	5017	5018 Lokmanya Tilak(T)-Gorakhpur Kashi Exp.
56.	5159	5160 Durg-Chhapra Samath Express
57.	5209	5210 Barauni-Amritsar Jan Sewa Express
58.	5211	5212 Darbhanga-Amritsar Jan Nayak Express
59.	5267	5268 Muzaffarpur-Lokmanya Tilak(T) Jan Sadharan Exp.
60.	5269	5270 Muzaffarpur-Ahmedabad Jan Sadharan Exp.
61.	5641	5642 Jhajha-Guwahati Express
62.	5707	5708 Katihar-Amritsar Exp.
63.	6003	6004 Howrah-Chennai Mail
64.	6031	6032 Chennai-Jammu Tawi Andaman Exp.
65.	6093	6094 Chennai-Lucknow Exp.
66.	6357	6358 Nagercoil-Howrah Gurudev Exp.
67.	6359	6360 Ernakulam-Rajendranagar Exp.
68.	6511	6512 Yashwantpur-Bilaspur Wain Ganga Express
69.	6525	6526 Kanyakumari-Bangalore Express
70.	6529	6530 Mumbai-Banagalore Udyan Express
71.	6593	6594 Vanded-Bangalore Express
72.	6613	6614 Rajkot-Coimbatore Exp.
73.	7045	7046 Howrah-Hyderabad East Coast Express
74.	7479	7480 Puri-Tirupati Exp.
75.	7481	7482 Bilaspur-Tirupati Exp.
76.	8029	8030 Howrah-Lokmanya Tilak (T) Exp.
77.	8103	8104 Tata-Amritsar Jalliwalan Bagh Express
78.	8201	8202 Durg-Gorakhpur Express
79.	8233	8234 Indore-Bilaspur Narmada Express
80.	8415	8416 Bhubneshwar-Yashwantpur Express
81.	8473	8474 Puri-Jaipur Exp.
82.	8609	8610 Ranchi-Lokmanya Tilak (T) Exp.
83.	9019	9020 Bandra (T)-Dehradun Exp.

1	2	3
84.	9023	9024
85.	9049	9050
86.	9111	9112
87.	9165	9166
88.	9167	9168
89.	9263	9264
90.	9265	9266
91.	9305	9306
92.	9321	9322
93.	9569	9570

Statement-II

Sl.No.	Train No.	Name
1.	7037/7038	Secunderabad-Bikaner Express
2.	2367/2368	Bhagalpur-New Delhi Vikramshila Express
3.	5637/5638	Guwahati-Secunderabad Express
4.	5635/5636	Guwahati-Okha Express
5.	5933/5934	Dibrugarh Town-Amritsar Express
6.	5639/5640	Puri-Guwahati Express
7.	8407/8408	Nizamuddin-Bhubaneswar Express
8.	8003/8004	Howrah-Yeshvantpur Express
9.	8473/8474	Puri-Jaipur Express
10.	2659/2660	Chennai-Bhubaneswar Express

Selling of Crude Oil by ONGC

1258. SHRI RAJIV RANJAN SINGH "LALAN":
SHRI RAMJI LAL SUMAN:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Oil and Natural Gas Corporation is considering to sell its crude oil produced from Bombay High by way of auction;

(b) if so, the details thereof and the reasons therefor;

(c) the benefits likely to be accrued to the company therefrom;

(d) whether refineries and the customers are likely to be affected by this decision; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (e) Upstream PSU oil companies including ONGC are required to sell its domestic crude production to oil PSU refineries as processing domestic crude is advantageous to the processing refineries. The benefit of lower price of domestic crude is shared by ONGC and oil PSUs as it is in public interest that this benefit remains with Government companies.

ONGC had sought and has been accorded permission to auction incremental production of BH crude within the public sector oil refineries.

[English]

Construction of Railway Track

1259. SHRI MOHAN RAWALE:

SHRI TUKARAM GANGADHAR GADAKH:

Will the Minister of RAILWAYS be pleased to state:

(a) the length and details of new railway tracks added in Maharashtra during the Ninth and Tenth Five Year Plans so far;

(b) the length and details of the railway tracks replaced and upgraded to broad gauge during the said period; and

(c) the length of new railway lines to be added and replaced in Maharashtra during the remaining period of the Tenth Plan ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The details of new lines added in Maharashtra during the 9th & 10th Plan Period are as under:

(i) Panvel-Karjat (28 Kilo metre)

(ii) Amravati-Chandurbazar (44 Kilo metre)

(b) The details of lines converted to broad gauge in Maharashtra during 9th & 10th Plan are as under:

Section falling fully/partly in Maharashtra		Kms falling in Maharashtra
(i)	Solapur-Hotgi-Bijapur (Part)	56 Kms
(ii)	Nagbhir-Chandfort-Ballarshah	122 Kms
(iii)	Pandharpur-Kurduwadi & Latur-Latur Road	94 Kms
(iv)	Mudkhed-Dharmabad-Nizamabad	62 Kms
(v)	Adilabad-Kinwat (Part)	15 Kms
(vi)	Gondia-Balaghat (Part)	24 Kms

(c) No section is targeted for completion during 2005-06. During 2006-07, 112 kms railway line is targeted for conversion.

[Translation]

Foreign Visits of then Minister of Petroleum and Natural Gas

1260. SHRI SANTOSH GANGWAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the names of the countries visited by the then Minister of Petroleum and Natural Gas between May, 2004

to January 28, 2006 alongwith the objectives of these visits; and

(b) the success achieved through these visits in the field of petroleum and natural gas alongwith the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Foreign visits of the former Minister of Petroleum and Natural Gas between May, 2004 to January 28, 2006 along with the objectives of the visits and the successes achieved are given in the enclosed statement.

Statement

Sl. No.	Country visited and Period	Objectives of the visits and the successes achieved
1	2	3
1.	Austria, September, 2004	Minister (PNG) was invited by OPEC to deliver a lecture at their Seminar in Vienna. The Minister was able to put across India's concerns relating to high petroleum prices; he also promoted the need for dialogue and cooperation between producer and consumer countries.
2.	Russia, October, 2004	Minister visited Russia to attend the 4th Oil & Gas Week Conference in Moscow. The visit also facilitated finalisation of the MOU between the Skotchinsky Institute and ONGC on cooperation in the area of underground coal gasification with a view to enhancing India's resource base. Again, discussions were held by the Minister with his counterpart on the possibilities of getting Central Asian oil & gas to India through transnational pipelines.
3.	Sri Lanka, Iran December, 2004	Minister discussed with the Sri Lankan Government, including the President and senior Ministers issues pertaining to India's joint venture <i>i.e.</i> Sri Lanka-IOC (LIOC). Minister then went to Iran to discuss the contract for supply of 5 million tonnes of LNG to India.
4.	Myanmar, January, 2005	The Minister visited Yangon to hold discussions with his counterpart Ministers from Myanmar and Bangladesh on the Myanmar-India Gas Pipeline. A tripartite Joint Press Statement was issued during the visit, which constitutes the basis of Government-to-Government discussions on this project.
5.	UK, USA, Canada, Russia and Holland January - March, 2005	During this period, Minister led delegations to the "roadshows" organised by the Ministry in these countries for the promotion of the NELP-V Round. This Round attracted 26 offers from foreign companies, exceeding the total number of offers received from foreign companies in the previous four Rounds.
6.	Kazakhstan February, 2005	Minister visited Astana in his capacity as Co-Chairman of the Indo-Kazakh Joint Commission: a number of issues pertaining to bilateral economic relations were discussed, including co-operation between OVL and Kazmunigas for exploration blocks to OVL for study, the North South Energy Corridor and matters of bilateral interest to other Ministries as per the Agenda of the Joint Commission.
7.	Saudi Arabia, March, 2005	Minister discussed various aspects of Indo-Saudi Cooperation in the Hydrocarbons Sector with his Saudi counterpart. The two Ministers agreed on the participation of Saudi and Indian companies in downstream projects in each others' countries. The Saudi side invited Indian companies to participate in Saudi Arabia's upstream gas sector. The Minister also addressed the International Energy Forum.

1	2	3
8.	Pakistan, Azerbaijan & Iran : June, 2005	<p>Minister visited Pakistan and Iran for consultations with his counterpart Ministers in the two countries on the Iran-Pakistan-India (IPI) Pipeline Project. During these visits, it was agreed that two bilateral Joint Working Groups would be set up at officials' level to pursue cooperation in the IPI Project.</p> <p>Minister also visited Baku (Azerbaijan) to initiate Government-to-Government negotiations to establish longterm contracts for Caspian crude, which would be available in the Mediterranean Sea with the commissioning of the BTC Pipeline. Minister also addressed the Caspian Oil & Gas Conference.</p>
9.	Turkey and Romania: June - July, 2005	<p>The Minister visited Turkey at the invitation of his counterpart and also delivered the keynote address at the CERA Oil & Gas Conference co-sponsored by the Turkish Government at Istanbul.</p> <p>The two Ministers agreed to establish a Joint Working Group on Hydrocarbon Cooperation. <i>[The visit led to the signing of an MOU with Turkey for cooperation during the return visit of the Turkish Minister in November 2005.]</i></p> <p>The Minister visited Romania at the invitation of his counterpart and signed an inter-Governmental MOU on Cooperation in the hydrocarbon sector. Several other MOUs between organisations and companies of the two sides were also signed during the visit.</p>
10.	Norway, Iceland and Bangladesh Aug.-Sept, 2005	<p>The Minister visited Norway at the invitation of his counterpart to discuss cooperation between the two countries. Norway is a major oil exporter and a world leader in deepsea drilling. A meeting of the Joint Working Group in the Hydrocarbon Sector also took place during the visit. The Minister visited Iceland to pursue cooperation in hydrogen fuel technology.</p> <p>The Minister also paid a one-day visit to Bangladesh to discuss the Myanmar-India Pipeline. During this visit, he met the Bangladesh Prime Minister, Foreign Minister, Finance Minister and the Leader of the Opposition, and had substantial delegation-level discussions with the Energy Adviser to the Prime Minister.</p>
11.	Russia, Kazakhstan, Japan and Republic of Korea September, 2005	<p>The Minister visited Sakhalin (Russia) to participate in the "First Oil function in the project, in which ONGC is a stakeholder. He also had discussions with the Russian Energy Minister on the Agenda of the Round Table of North and Central Asian Oil Ministers scheduled to be held in New Delhi, in November 2005.</p> <p>He visited Japan and Republic of Korea briefly during this tour and held consultations with his counterpart Ministers on a wide range of issues, including followup the decisions of the Asian Oil Ministers' Round Table held in January 2005 and preparations for the North and Central Asian Oil Ministers' Round Table held in New Delhi, in</p>

1	2	3
		<p>November 2005. Several matters of bilateral interest were pursued in regard to R&D and technology cooperation, energy conservation, storage, etc.</p> <p>He also visited Kazakhstan to deliver the key-note address at the Kazakh Oil & Gas Conference, KIOGE, 2005.</p>
12.	Saudi Arabia & Qatar November, 2005	<p>In Saudi Arabia, the Minister attended the inauguration of the Secretariat building of the International Energy Forum in Riyadh. He chaired the Inaugural Session of the event where he projected India's perspectives on the global and regional energy dialogue.</p> <p>In Qatar, the Minister addressed <i>the International Petroleum Technology Conference</i>. He also had substantial bilateral discussions with his counterpart Minister on LNG supplies to India.</p>
13.	China January, 2006	<p>The Minister visited China at the invitation of his counterpart, the Chairman of the National Development & Reforms Commission (NDRC). During this visit, an inter-Governmental MOD on Cooperation in the Hydrocarbon Sector and several other MOUs between Indian and Chinese organizations/companies were signed. This visit laid the foundation of a substantial, long-term bilateral cooperation in different areas of the Hydrocarbon sector, including joint bids for assets in third countries, and cooperation in regard to R&D, technology, storage, conservation and promotion of environment friendly fuels.</p>

Promotion of Gujarat State Tourism

1261. SHRI MAHESH KANODIA:

SHRI BHUPENDRASINH SOLANKI:

Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government of Gujarat sought cooperation of the Union Government to promote Gujarat State tourism in the foreign countries;

(b) if so, whether the Union Government considered this proposal;

(c) if so, the details thereof; and

(d) if not, the time by which it is likely to be considered?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) to (d) No specific proposal has been received from the Government of

Gujarat. However, the Ministry of Tourism undertakes a series of promotional activities in tourist generating markets overseas through its 13 India tourism offices, in order to attract foreign tourists to visit tourist places in the whole country, including Gujarat. These activities include advertising, participation in fairs and exhibitions, organising seminars, workshops and road shows, publication of brochures and joint advertisement support and inviting media personalities, tour operators and opinion makers to visit the country under the Hospitality Programme of the Ministry.

[English]

Construction of Roads

1262. SHRIMATI MANEKA GANDHI: Will the Minister of DEFENCE be pleased to state:

(a) the number of road projects currently going on along China border in the North-East to make the area more accessible; and

(b) the next five year projection towards the road building and road connectivity scenario in the North-East?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) 14 roads of 1067.225 Kms.

(b) 9266 Kms. of road construction is proposed.

[Translation]

Railway Line from Delhi to Jagdalpur

1263. SHRI HEMMAL MURMU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways had approved construction of a railway line between Delhi-Rajhara to Jagdalpur;

(b) if so, the present status of the project;

(c) whether the Railways have approved various railway projects for the development of railways in Jharkhand;

(d) if so, the details thereof; and

(e) the action taken for speedy execution of the approved projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) Construction of the first phase, viz., from Dallirajhara to Rowghat (95 Kms), of Dallirajhara-Jagdalpur (235 Kms) new line project is to be funded entirely by the Steel Authority of India Limited (SAIL). SAIL has not yet deposited the requisite funds for this part-project with the Railways for want of necessary forestry clearance.

(c) Yes, Sir.

(d) The project-wise progress along with the anticipated cost, actual expenditure incurred up to 31/03/2005 and budget allocation provided during 2005-06 for various ongoing New Line, Gauge Conversion and Doubling projects falling fully/partly in Jharkhand are given as under:

S. No.	Name of the Project	Present Status	Anticipated Cost (Rs. in crore)	Expenditure Incurred up to 31/03/2005 (Rs. in crore)	Budget allocation provided during 2005-06 (Rs. in crore)
1	2	3	4	5	6
NEW LINE					
1.	Koderma-Giridih (104 Kms)	Earthwork and bridge works in progress. 2/3rd cost of the project being shared by Jharkhand Government.	371.36	94.22	6.00
2.	Koderma-Ranchi (189 Kms)	Work taken up in phases. Land acquisition completed on Koderma-Hazaribagh and Hazaribagh-Barkakana segments. Earthwork and bridge works taken up along the entire length. 2/3rd cost of the project being shared by Jharkhand Government.	1033.04	254.65	27.07
3.	Koderma-Tilaiya (68 Kms)	Land acquisition, earthwork and bridgeworks in progress. 2/3rd cost of the project being shared by Jharkhand Government for the portion lying in Jharkhand.	307.71	20.55	4.00

1	2	3	4	5	6
4.	Mandarhill-Dumka-Rampurhat (130 Kms)	Land acquisition, earthwork and bridge works in progress. 2/3rd cost of the project being shared by Jharkhand Government for Dumka-Rampurhat portion.	254.07	67.41	10.00
5.	Deogarh-Dumka (67.25 Kms)	Earthwork and bridge works in progress. 2/3rd cost of the project being shared by Jharkhand Government.	180.73	56.53	7.00
6.	Deogarh-Sultanganj incl. Banka-Barahat and Banka-Bhitiah Road (147 Kms)	Land acquisition and bridge works in progress. Banka-Barahat (15.53 Kms) section completed.	312.00	63.47	8.00
GAUGE CONVERSION					
1.	Ranchi-Lohardaga with extension up to Tori (113 Kms)	Ranchi-Lohardaga (67 Kms) completed and commissioned. Land acquisition, earthwork and bridge works in progress on Tori-Lohardaga. 2/3rd cost of the project being shared by Jharkhand Government.	194.07	153.46	10.00
DOUBLING					
1.	Goelkera-Manoharpur 3rd line (40 kms)	Preliminary works taken up.	186.92	1.61	0.01

(e) The works are being progressed as per the availability of resources. Railways have taken a number of initiatives to get additional resources from sources other than the normal budgetary support to expedite the progress of the projects.

[English]

Telecasting of Regional DD Programmes

1264. SHRI D.V. SADANANDA GOWDA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the criteria and guidelines issued for the telecasting regional Doordarshan Kendra's programmes by the operators in the country;

(b) whether Kannada channel of Doordarshan, Bangalore is not being telecast by the operators in the country, especially in Delhi;

(c) if so, whether it is mandatory to telecast all regional languages in the main-stream of Doordarshan; and

(d) if so, the action taken by the Government in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYARANJAN DASMUNSI): (a), (c) and (d) Under the provisions of Sec. 8 of the Cable Television Network (Regulation) Act, 1995 every cable operator is required to *inter alia* re-transmit the following Doordarshan channels in his cable service:

A—In Prime Band:

(i) DD-1 (National Channel)

(ii) DD News

(iii) One regional language channel of the State in which the cable operator is located or DD Bharati as specified. DD Chandana has been notified as regional channel for the State of Karnataka.

B—In Non-Prime Band:

- (i) DD Bharati
- (ii) DD Sports
- (iii) DD Lok Sabha Channel
- (iv) DD Rajya Sabha Channel.

(b) Cable operators in Delhi are required to carry the following Doordarshan channels in the prime band:

- (i) DD-1 National Channel
- (ii) DD News
- (iii) DD Bharati.

[Translation]

Free Channels Under DTH Scheme

1265. SHRI SUNIL KUMAR MAHATO:
SHRIMATI SANGEETA KUMARI SINGH DEO:
SHRI RAGHUVeer SINGH KOSHAL:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government is endeavouring to cover more and more free channels under the Direct To Home (DTH) service and to cover private channels under free channels' category;

(b) if so, the details thereof;

(c) whether the Government is materialising the scheme for providing Dish Receiver Units; and

(d) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) and (b) The Government has already permitted Doordarshan to raise the number of T.V. channels in its DTH bouquet from thirty-three to fifty, thereby augmenting the base of more number of Free-to-Air private T.V. channels. Prasar Bharati has also started examining the technical and commercial feasibility to further expand the capacity of DTH platform to cover one hundred channels.

(c) and (d) Doordarshan has so far installed 8,465 DTH receive units free of cost for demonstration purpose in uncovered villages in the States of Chhattisgarh, Gujarat, Himachal Pradesh, Karnataka, Madhya Pradesh, North-East Region, Rajasthan and Uttaranchal.

Violation of Human Rights by Army Officials

1266. SHRI HARISINH CHAVDA:
SHRI JIVABHAI A. PATEL:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has received some complaints regarding violation of human rights by Army officials/soldiers from various quarters;

(b) if so, the number of complaints received during the last three years;

(c) whether the Government has conducted any inquiry in this regard;

(d) if so, the outcome thereof; and

(e) the number of officials against whom action has been taken?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) Yes, Sir.

(b) to (e) A total number of 136 complaints relating to alleged human right violation by the Army have been received during the last three years. On investigation so far, 7 complaints have been found true for which 9 personnel have been punished.

[English]

Refuelling Facility at Trivandrum Airport

1267. SHRI PANNIAN RAVINDRAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has received any proposal for provision of refuelling facility at the Trivandrum International Airport;

(b) if so, the details thereof; and

(c) the action taken/proposed to be taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) M/s Indian Oil Corporation and M/s Bharat Petroleum Corporation presently provide refuelling facilities at Trivandrum Airport.

[*Translation*]

Appointment on Compassionate Ground

1268. SHRI ASHOK ARGAL: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has given employment on compassionate ground to the dependent family member of martyrs;

(b) if so, the details thereof; and

(c) the number of persons appointed on compassionate ground during the last three years and current year so far?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (c): The requisite information is being collected and will be laid on the Table of the House.

1269. The Question tabled by Shri Paras Nath Yadav, M.P. was deleted vide corrigenda to list of questions issued on 5.5.2006.

Runways at Devangana and Chitrakut

1270. SHRI SHYAMA CHARAN GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has constructed the runways at Devangana and Chitrakut;

(b) if so, the details thereof and amount spent by the Government thereon;

(c) if not, the reasons therefor; and

(d) the time by which these runways are likely to be constructed for air services?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Airports Authority of India (AAI) is not constructing airports at Devangana and Chitrakut. However, State Government of Uttar Pradesh has allowed M/S Frontier Trading Company of Mumbai to construct an airstrip at the top of Devangana Hills in Chitrakut.

[*English*]

Railway Projects in Orissa

1271. SHRI JUAL ORAM: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the railway projects launched by the Rail Vikas Nigam Ltd. in Orissa;

(b) the fund proposed to be spent in each of these projects; and

(c) the progress made so far on these projects and the time by which these projects are likely to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The details of projects transferred to Rail Vikas Nigam Ltd. (RVNL) in Orissa are given as under:

S.No.	Name of Project	Length (in kms)	Anticipated Cost (Rs. in crore)	Exp. upto Mar'05 (Rs. in crore)	Outlay 2005-06 (Rs. in crore)	Progress and Target for completion wherever fixed
1	2	3	4	5	6	7
SANCTIONED						
1.	Khurda Road-Barang 3rd line Doubling	35	200	0	30	Final location survey completed. Project is to be implemented with Asian Development Bank (ADB) funding. Tenders for construction work opened on 30.12.05. Target for completion 2007-08.

1	2	3	4	5	6	7
2.	Cuttack-Barang Doubling	12	165	6.73	30	Substructure for Kuakhai bridge taken up. Tenders for construction work opened on 30.12.05. Target for completion 2007-08.
3.	Rajatgarh-Barang Doubling	20	240	9.69	30	Final location survey completed. Land acquisition taken up and papers submitted for 8 villages in Barang-Naraj section. Project is to be implemented with ADB funding. Contract for 5 major bridges and Mahanadi bridge awarded. Target for completion 2007-08.
4.	Talcher-Cuttack-Paradeep (2nd Bridge on Mahanadi & Birupa) Doubling	3	140	20.81	28.6	2nd bridge of Birupa River has been commissioned on 3.12.04. Sub-structure work on Mahanadi bridge in progress. Target for completion 2008-09.
5.	Daitari-Banspani New Line	155	883	529.14	128.61	The line between Banspani-Joruli-Keonjhar (57 Kilometre) has been completed. Earthwork, bridgework and other works are in advance stage in Keonjhar-Tomka (Daitari) (98 KMs) section. Track works taken up. Target for completion 2006-07.
6.	Haridaspur-Paradeep New Line	82	456	30	20	Final location survey has been completed. Land acquisition is in progress and land for 799 crores out of 1303 acres acquired. MOU has already been signed on 24.5.05 for formation of Special Purpose Vehicle (SPV). Tender for bridges over Mahanadi and Luna rivers awarded. Target for completion 2008-09.
7.	Angul-Sukinda New Line	98	523	0.78	0.10	Bankability study completed and work transferred to RVNL recently.
8.	Kharagpur-Bhubaneswar including Talcher-Cuttack-Paradeep Railway Electrification	540	371.01	317.21	19.5	423 RKM's have been energised till Mar.'05. Target for completion 2006-07.
9.	Bhubaneswar-Kottavalasa Railway Electrification	417	322.71	290.08	5	The entire section energised.

1	2	3	4	5	6	7
UNSANCTIONED PROJECTS						
10.	Bhadrak-Dhamra New Line	60	18	0	0	Port authorities have to construct the line as private railway once the port takes off.
11.	Chhatarpur-Gopalpur New Line	18	60	0	0	Gopalpur port is yet to come up. Planning for the line will be done after the port concessions are awarded by State Govt. of Orissa.

Construction of Overbridges in Tamil Nadu

1272. SHRI K. SUBBARAYAN: Will the Minister of RAILWAYS be pleased to state:

(a) the present status of construction of overbridges at Ondipudur and Valankulam in Coimbatore in Tamil Nadu; and

(b) the time by which the construction work on these bridges are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The work of Road over bridge at Ondipudur has already been completed upto 51% on Railway portion (bridge proper over the tracks) and 88% on approaches. Work of over bridge at Valankulam bye pass Road, Coimbatore has also been completed upto 50% on bridge proper and 97% on approaches.

(b) Railways construct bridge proper across the tracks and approaches are constructed by State Government. All out efforts are made by Railways to complete their portion of work along with work of approaches by State Government. Works on the above ROB's are expected to be completed in 2006-07.

Cancellation of Flights

1273. SHRI BADIGA RAMAKRISHNA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of domestic and international flights cancelled by Air India (AI) and Indian Airlines (IA) and Alliance Air during the last four months due to non-availability of pilots; and

(b) the loss suffered by AI, IA and Alliance Air as a result thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) While Air India has not cancelled any flight during the last four months due to non-availability of pilots, Indian Airlines including Alliance Air have cancelled 127 flights on this count between October, 2005 to January, 2006 and the estimated loss suffered by them works out to Rs.50 lakhs.

Ahmedabad Airport

1274. SHRI RATILAL KALIDAS VARMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware that at Ahmedabad Airport, both domestic and international traffic has increased considerably;

(b) if so, whether the Government would consider to construct a new building for the international airport at Ahmedabad and also for the operationalisation of functioning of the new domestic airport; and

(c) if so, the measures proposed to be taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) and (c) Airports Authority of India (AAI) has already initiated action for construction of new terminal buildings for domestic and international passengers. New Domestic departure block has already operationalized and functioning. The work for new domestic arrival block has been awarded and the commencement of construction work is subject to environment clearance. The proposal

for construction of a new international terminal building complex for 1000 passengers with four passenger boarding bridges at an estimated cost of Rs. 291 crores is under consideration of the Government. The expected date of commencement of the work is middle of 2006.

[Translation]

Advertisement in Railway Coaches

1275. SHRI HANSRAJ G. AHIR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to offer all the coaches in trains for advertisements in order to increase the earnings;

(b) if so, the details thereof; and

(c) the expected annual earnings to the Railways therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) A policy to generate earning through advertising on trains already exists. At present this is being done in the interior of coaches and exterior of some selected trains. Efforts are, however, being made to generate additional earning through this source by adopting modern means.

(c) Rs. 6.5 crore (approx) was generated through commercial publicity on trains during 2004-05. It is expected to make a positive growth.

Development of Light Weight Torpedo

1276. SHRI KULDEEP BISHNOI: Will the Minister of DEFENCE be pleased to state:

(a) whether the Defence Research and Development Organisation has developed light weight torpedo;

(b) if so, the details thereof;

(c) the expenditure incurred on R&D for torpedo during the last three years; and

(d) the time by which the production of light weight torpedo is likely to be started?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) Yes, Sir.

(b) The Light Weight Torpedo, developed under the project, Advanced Experimental Torpedo, is now named "Torpedo Advanced Light" (TAL). The torpedo has undergone technical trials during 1994-1998 and user trials during 1998-2000. User evaluation trials using Designed & Engineered (D&E) models of the Torpedo were conducted during 2003-2005. Navy has termed these trials as successful and satisfactory.

(c) The expenditure during last three years is given below:

Year	Rs. in lakhs
2003-2004	164.93
2004-2005	36.94
2005-2006	23.63
Total	225.50

(Rupees Two Hundred Twenty Five Lakhs and Fifty Thousand only)

(d) Bharat Dynamics Limited (BDL), Hyderabad has submitted budgetary quotation for 25 numbers of torpedo to Integrated Headquarters (Navy). Production will start immediately after placement of order.

[English]

Guidelines for Appointment of Pilots

1277. SHRI BACHI SINGH RAWAT "BACHDA": Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has any rules or guidelines for appointment of pilots in private airlines;

(b) if so, the details thereof; and

(c) the mechanism devised by the Government to ensure that the guidelines or rules for appointment of pilots by private airlines are strictly complied with?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) No Sir. However, the pilots have to comply with the requirements of Aircraft Rules 1931, Civil Aviation Requirements and Aeronautical Information Circular issued by the Director General of Civil Aviation. The DGCA also approves the training and operational manuals of private airlines.

Discriminatory Tariff Regime for Visiting Foreigners

1278. SHRI ASADUDDIN OWAISI: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government is aware of discriminatory tariff regime prevalent for visiting foreigners;

(b) if so, whether this practice has caused any damage to the growth of tourism in the country;

(c) if so, the details thereof; and

(d) the corrective measures taken by the Government in this regard?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) Indian Nationals and Foreigners are being charged different tariffs by some hotels, airlines and for entry into some monuments.

(b) and (c) A single tariff in hotels, airlines, as well as for entry to monument would certainly make the tourist packages more attractive for foreign tourists. However, the issue of purchasing power parity between Indian and citizens of developed countries has to be kept in view as far as entry tariff to monuments are concerned.

(d) Tariff of hotels and airlines are subject to market trends. However, Government of India has been taking up the subject of dual tariff with the tourism industry in various forums.

[Translation]

Halt of Taj Express

1279. KUNWAR MANVENDRA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to provide halt for 2179/2180 Taj Express at Kosikalan station under Mathura Parliamentary Constituency;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) Neither commercially justified nor operationally feasible.

Upgradation of Daknia Railway Station

1280. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that work has not been started even after allocation of funds for the upgradation of Daknia Railway Station located in Kota, Rajasthan;

(b) if so, the reasons therefor; and

(c) the time by which upgradation work is likely to be started at the said railway station?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The work of provision of Up & Down loops at Dakaniya Railway Station at a cost of Rs 4.05 Crore has been sanctioned in 2005-06. Further action like preparation of drawings, obtaining necessary technical clearances etc. has been taken up. However, certain passenger amenity improvement works at this Station will be taken up and completed by June, 2007.

[English]

Permission for Export of Petroleum Products

1281. SHRI S.K. KHARVENTHAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has received any requests from private oil producing companies for grant of permission for export of petroleum products like LPG, kerosene, etc.;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) All petroleum products except subsidized products namely LPG and kerosene are Goods listed as "Free" in the Export Licensing Schedule and may be exported without an export licence subject to conditions laid out against the respective entry. Export of LPG and kerosene, is allowed subject to obtaining NOC from Ministry of Petroleum and Natural Gas.

Private oil producing companies are exporting products other than subsidized products without reference to this Ministry. With regard to subsidized products. Private oil producing companies, in accordance with the above policy have sought NOC for export of LPG and kerosene from time to time.

Considering that the country is deficit in LPG and is importing LPG to meet the shortfall of domestic demand, private oil producing companies have been advised to sell their LPG production within the domestic market. Permission to export kerosene, however, has been granted as and when it was found that domestic demand has been fully met.

Railway Link with Bhutan

1282. SHRI E.G. SUGAVANAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have conducted any feasibility studies for establishment of railway links between the bordering towns of India and Bhutan;

(b) if so, the details and the outcome thereof;

(c) the decision taken by the Railways thereon; and

(d) the time by which railway links are expected to be established between the two countries?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Railways have taken up feasibility studies for establishment of railway links on the following border towns of India and Bhutan as per Memorandum of Understanding signed between the two countries in January, 2005.

1. Hasimara (West Bengal) - Phuentsholing (18 Kms) and bifurcation to Pasakha;
2. Kokrajhar (Assam) - Gelephu (70 Kms)
3. Pathsala (Assam) - Nanglam (40 Kms)
4. Rangia (Assam) - Samdrupjongkhar via Darranga (60 Km); and
5. Banarhat (West Bengal) - Samtse (16 Km).

The studies are at survey stage.

(c) and (d) Do not arise.

[Translation]

Setting up of Integrated Command

1283. SHRI KAILASH MEGHWAL: Will the Minister of DEFENCE be pleased to state:

(a) whether there is any proposal to set up an integrated command instead of separate commands for army, navy and air force; and

(b) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) In accordance with the recommendations of the Group of Ministers (GoM) on "Reforming the National Security System", Integrated Commands such as Andaman and Nicobar Command and Strategic Forces Command have been set up. These Commands have been set up to ensure higher levels of operational efficiency, to promote 'Jointness' between the Services and to achieve optimum utilization of resources.

[English]

Integrated Site Management Plan for Hampi

1284. SHRI IQBAL AHMED SARADGI: Will the minister of TOURISM AND CULTURE be pleased to state:

(a) whether Hampi has been removed from World Heritage Endangered list by UNESCO;

(b) if so, the details thereof;

(c) whether the Integrated Site Management Plans for Hampi has been finalised by the Archaeological Survey of India;

(d) if so, the details thereof and follow-up action taken thereon; and

(e) if not, the reasons for the delay?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) No, Sir.

(b) Question does not arise.

(c) Draft Integrated Management Plan for Hampi has been prepared and submitted to the UNESCO for their review.

(d) and (e) The plan would be finalised on receipt of the views of UNESCO (World Heritage Centre) and the Government of Karnataka.

Begumpet Airport

1285. SHRI KINJARAPU YERRANNAIDU: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has decided for the closure of airport at Begumpet in Andhra Pradesh; and

(b) if so, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) The existing airport at Begumpet will be closed for civil operation on commissioning of the new airport. This decision has been taken by the Government on the basis of the recommendation of the Task Force on Infrastructure headed by the Deputy Chairman, Planning Commission. The existing airport has limitations for expansion because of natural and manmade obstructions like a hill, railway over bridge, factory chimney, building, obstruction in the approach path.

Compulsory NCC Training

1286. SHRI PRALHAD JOSHI: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government is proposing to make National Cadet Corps (NCC) compulsory at the degree level colleges for both girls and boys;

(b) if so, the details thereof;

(c) whether the Government is also considering to re-introduce the job reservation for the best cadets at the national level in the Government and Semi-Government Sector; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) No, Sir. There is no proposal to make National Cadet Corps (NCC) compulsory at any level for both boys and girls.

(c) and (d) The Government provides reservation for recruitment in the Armed Forces and certain weightage of marks in the para-military organizations to NCC "C" Certificate holders. Vacancies reserved per year for institutions are as under:

	Name of Institution	Vacancies
(i)	Indian Military Academy, Dehradun	64
(ii)	Officers Training Academy, Chennai	100
(iii)	Naval Academy, Ezhimala	12
(iv)	Air Force Academy, Dundigal	10

For entry into Indian Military Academy, Dehradun, the NCC Cadets have to appear at the Combined Defence Services Examination, as well as qualify Services Selection Board (SSB) interview. For other institutions, written examination is exempted for the NCC "C" Certificate holders.

MoA on Hydrocarbon Sector between India and US

1287. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether India and United States (US) have signed a Memorandum of Arrangement (MoA) for exchange of information, energy data and analysis techniques in the hydrocarbon sector;

(b) if so, the details thereof; and

(c) the extent to which India will be benefited therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Yes, Sir A Memorandum of Arrangement (MoA) has been signed between the Department of Energy of the United States of America (USA) and the Ministry of Petroleum and Natural Gas on 9-2-2006. The arrangement is for a period of five years. The Memorandum of Arrangement includes the following:

- (i) Exchange of annual hydrocarbon sector market statistics, including those relating to production, imports, exports, stocks, bunkers, transformation and demand;

- (ii) Exchange of other related data and information concerning fuel characteristics, refining capacity, reserves and other hydrocarbon sector information;
- (iii) Exchange of information concerning statistical methods, analytic techniques and system documentation;
- (iv) Exchange of information about electronic information dissemination.

Cooperative activities under the above MoA are to be conducted by the Energy Information Administration of USA and the Petroleum Planning & Analysis Cell of Ministry of Petroleum and Natural Gas.

The exchange of information under the arrangement will improve understanding of energy sector issues and enhance public policy making.

Technology Transfer from Foreign Countries

1288. SHRI HITEN BARMAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total strength of engineers in the Mechanical Department of Research Design and Standards Organisation engaged in the development of Motive Power Wagons, Coach and EMU/DMU development and annual operating cost of these departments;

(b) the cost of technology transfer from foreign countries in regard to diesel locomotives, electric locomotives, bogies for locomotives, bogies for wagons and other related components;

(c) whether Railways have been buying technology from foreign countries at huge cost while we have a large strength of engineers in RDSO for such technology; and

(d) if so, the details thereof alongwith the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The Research Design and Standards Organisation (RDSO) is a multi-disciplinary organisation engaged in research, design and standardization in various facets of Railway working. A total of 55 Group 'A' and Group 'B' staff of Mechanical Departments are engaged in the work associated with

development of motive power, wagons, coaches and Electrical Multiple Units/Diesel Multiple Units. The annual operating cost of Mechanical Departments for the year 2004-05 was Rs. 9.01 crores.

(b) The cost of technology transfer for three phase electric locomotives paid against purchase of 30 nos. (20 Freight + 10 Passenger) Electric locomotives was Rs. 7.26 crores. The total cost of Transfer of Technology for passenger and freight diesel locomotive from General Motors (USA) was about Rs. 65.7 crores.

(c) No, Sir.

(d) Does not arise.

Frequency of Flights to Bhubaneswar

1289. SHRI ANANTA NAYAK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has any proposal to increase the frequency of flights to Bhubaneswar;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Sir. Bhubaneswar is already well connected by regular air services of Indian Airlines and Alliance Air as under:

Hyderabad-Bhubaneswar-Kolkata & vv	Two weekly B-737
Kolkata-Bhubaneswar-Chennai & vv	Three weekly B-737
Delhi-Bhubaneswar-Delhi	Daily A-320
Mumbai-Raipur-Bhubaneswar-Mumbai	Daily A-320

Besides, Sahara Airlines and Deccan Air are operating a daily flight each on Hyderabad-Bhubaneswar-Hyderabad and Kolkata-Bhubaneswar-Kolkata sectors respectively. During the Summer Schedule, 2006 effective 27.3.2006, Kingfisher Airlines proposes to commence twice daily flight on the Kolkata-Bhubaneswar-Kolkata sector.

Government has also laid down route dispersal guidelines. Airlines are free to provide air services to any place depending upon the traffic demand and commercial viability and subject to compliance of route dispersal guidelines.

(c) The existing fleet of Indian Airlines/Alliance Air is fully committed in the operation of services in the existing schedule and no spare capacity is available.

**Financial Assistance for Development
of Railway Network**

1290. SHRI ADHIR CHOWDHURY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have sought financial assistance from the World Bank for the development of railway network;

(b) if so, the amount received from the World Bank during the last two years; and

(c) the details of the works for which the said amount have been utilized?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) The amount received from the World Bank during the last two years is as under:

2003-04	Rs. 61.34 Crore
2004-05	Rs. 41.87 Crore

(c) The amount has been utilised for partially funding the following works under Mumbai Urban Transport Project:

- (i) DC-AC conversion project.
- (ii) Procurement of Electric Multiple Unit (EMU) rolling stock.
- (iii) Technical assistance and consultancy services.
- (iv) Rehabilitation and Resettlement of project affected households.

[Translation]

Missile Development Programme

1291. SHRI BRAJESH PATHAK: Will the Minister of DEFENCE be pleased to state:

(a) whether any target for the development of missiles under Integrated Guided Missile Development Programme has been fixed;

(b) if so, the details thereof;

(c) whether the Government has achieved the said target;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) Yes, Sir. Integrated Guided Missile Development Programme (IGMDP) has been undertaken to design and develop four missile systems, namely Prithvi, Akash, Trishul and Nag and in addition to a Technology Demonstrator, Agni. The Programme was sanctioned on 26th July 1983. Its probable date of completion is 30th June, 2006.

(c) and (d) PRITHVI missile systems in its three version has been inducted in the Armed Forces. AKASH, NAG & TRISHUL missile systems have completed the development phase and are ready for User's Trials. AGNI in its two variants has also been inducted.

(e) Does not arise.

[English]

LNG Terminal at Kochi

1292. SHRIMATI C.S. SUJATHA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether necessary clearance has been accorded to the LNG Terminal at Kochi; and

(b) if so, the present status and the progress of work done so far on the project?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) M/s. Petronet LNG Limited (PLL), a Joint Venture Company promoted by IOC, ONGC, GAIL and BPCL, is setting up LNG terminal at Kochi, Kerala. The mechanical completion of the project is expected by December, 2009. As per the present status, the land for the project has been allotted; various pre-project activities have been completed; statutory clearances for the project have been obtained and the work related to infrastructural facilities has started.

Religious Channels

1293. SHRI HANNAN MOLLAH: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether attention of the Government has been drawn to the growth of religious channels where preachers and lecturers speaking out on such TV channels triggers about religious peace in a multi-cultural society like India and carry the potential to spark religious unrest in the country; and

(b) if so, the steps the Government propose to take to stop these preaching which is a threat to national integration?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) and (b) Programmes of all satellite television channels, transmitted/retransmitted through the cable network services, are required to adhere to Programme Code and Advertising Code prescribed under the Cable Television Networks (Regulation) Act, 1995 and rules framed thereunder. The Programme Code *inter alia* prescribes that no programme can be carried in the cable service which contains attack on religions or communities or visuals or words contemptuous of religious groups or which promote communal attitudes, programmes that are likely to encourage or incite violence or contain anything against maintenance of law & order should not be carried and also prohibits carriage of any programmes that contain anything affecting the integrity of the nation. Any violation of these codes attracts action under Section 19 and Section 20 of the Cable Television Networks (Regulation) Act, 1995. The uplinking guidelines and downlinking guidelines, which regulate the satellite TV channels also prescribe adherence to the Programme & Advertising code.

Import of Machines

1294. DR. M. JAGANNATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to import special machines to assess the physical conditions of the bridges;

(b) if so, the details thereof; and

(c) the time by which these machines are likely to be imported and made operational?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The physical condition of railway bridges is assessed through inspections as per laid down schedule in Codes and Manuals. Some Non-destructive testing equipments are being procured for use in mobile bridge testing laboratories through open tender system and some of these equipments may get imported. The mobile bridge testing laboratories are planned to be made operational in 2006-07.

[Translation]

Cancellation of Dealership of Petrol Pumps

1295. SHRI ALOK KUMAR MEHTA:
DR. K. DHANARAJU:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has cancelled the dealership of a few petrol pumps for selling adulterated petrol and diesel particularly in Delhi during the last one year;

(b) if so, the details thereof;

(c) whether the Government proposes to re-allot the closed petrol pumps or operate them on its own; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (d) During the current year, in Delhi, one case of adulteration in petrol by a Retail Outlet (RO) namely M/s Shiva Service Station, Ring Road, Pitampura was detected by Indian Oil Corporation Ltd. (IOC) and the dealership was cancelled in November, 2005. Till such time a regular dealer is appointed through the Dealership Selection Process as per policy, the RO will be run as a Company Owned Company Operated (COCO) outlet.

Rehabilitation of Ex-servicemen

1296. SHRI GANESH SINGH:
KUNWAR MANVENDRA SINGH:

Will the Minister of DEFENCE be pleased to state:

(a) the number of ex-servicemen in the country as on date, State-wise;

(b) the amount provided for rehabilitation of ex-servicemen during each of the last three years and current year, State-wise;

(c) whether the Government proposes to increase the amount provided for rehabilitation of ex-servicemen; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M. M. PALLAM RAJU): (a) A Statement is enclosed.

(b) to (d) There is no specific budget allocation for operating various schemes for the rehabilitation of ex-servicemen. The rehabilitation of ex-servicemen is the joint responsibility of Central and State Governments. Various rehabilitation schemes such as re-employment, self-employment, security agencies etc. are implemented by respective agencies, such as Directorate General Resettlement, Banks, Financial Institutions, Oil Companies under the Ministry of Petroleum and Natural Gas, Coal India Limited, etc. The Government, however, provide budgetary allocation to Directorate General Resettlement for arranging training courses to facilitate rehabilitation of ex-servicemen.

Statement

Si. No.	Rajya Sainik Board/Zila Sainik Boards	Number of Ex-servicemen (As on 31.12.2005)
1	2	3
1.	Andhra Pradesh	69169
2.	Arunachal Pradesh	284
3.	Assam	28938
4.	Bihar	62056
5.	Chhattisgarh	4163
6.	Goa	1877
7.	Gujarat	19366
8.	Himachal Pradesh	93891

1	2	3
9.	Haryana	204924
10.	Jammu & Kashmir	63528
11.	Jharkhand	16959
12.	Karnataka	59182
13.	Kerala	147304
14.	Madhya Pradesh	34638
15.	Maharashtra	160372
16.	Manipur	5483
17.	Meghalaya	2125
18.	Mizoram	4455
19.	Nagaland	2441
20.	Orissa	24081
21.	Punjab	256173
22.	Rajasthan	133632
23.	Sikkim	1155
24.	Tamil Nadu	117012
25.	Tripura	2033
26.	Uttar Pradesh	233177
27.	Uttaranchal	116407
28.	West Bengal	54271
29.	Andaman & Nicobar Islands	610
30.	Chandigarh	7840
31.	Delhi	34753
32.	Pondicherry	1570
Total		1963869

Note: Figures for the States of Arunachal Pradesh, Assam, Bihar, Goa, Gujarat, Haryana, Jharkhand, Karnataka, Kerala, Manipur, Orissa, Punjab, Sikkim, Tripura, West Bengal, Andaman & Nicobar Islands and Pondicherry are provisional.

*[English]***Maintenance of Aircraft**

1297. SHRI P.C. THOMAS: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether 'Tug' facility for maintenance of aircraft is available in some of the airports in India;

(b) if so, the details of those airports;

(c) whether such facilities are proposed to be established in other airports;

(d) if so, the details thereof;

(e) whether private entrepreneurs are also being permitted to put up this facility in some of these airports; and

(f) if so, the details in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (f) Information is being collected and will be laid on the Table of the House.

Revenue Earned by Doordarshan from Serials

1298. SHRI SURENDRA PRAKASH GOYAL:
SHRI AVTAR SINGH BHADANA:
DR. RAJESH MISHRA:
SHRI J.M. AARON RASHID:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether revenue earned by Doordarshan from various serials is abysmally low as compared to serials telecast on private channels;

(b) if so, the reasons therefor;

(c) whether due to litigation with well known producers quality programmes are not being telecast on Doordarshan; and

(d) if so, the steps being taken by Doordarshan to telecast good serials?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING

(SHRI PRIYA RANJAN DASMUNSI): (a) and (b) Prasar Bharati cannot be compared with other private channels. Prasar Bharati is a public service broadcaster not motivated solely by commercial considerations. However, the revenue earned by Doordarshan during 2005-06 (upto 31-01-2006) is Rs. 585.74 crores as compared to Rs. 665.27 crores in 2004-05 and Rs. 530.23 crores in 2003-04.

(c) and (d) No, Sir. Doordarshan has informed that any litigation with well-known producers, who owe outstanding dues towards Doordarshan, has not affected the quality of programmes telecast by them. Doordarshan considers their proposals again after their repayment plan of outstanding dues is approved.

Acquisition of Aircraft on Lease Basis

1299. SHRI KISHANBHAI V. PATEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines (IA) propose to acquire aircraft on lease basis;

(b) If so, the details thereof;

(c) the types of aircraft alongwith the companies from which these aircraft are proposed to be acquired and the terms and conditions stipulated in this regard;

(d) the sectors in which these proposed aircraft are likely to be operated; and

(e) the other steps proposed to be taken by the Government to handle the increased air traffic?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Yes, Sir. Indian Airlines proposes to lease one A-320 aircraft on dry lease basis from Orix Aviation Systems Ltd. The lease period of two other A-320 aircrafts from Orix Aviation Systems Ltd. due to expire in March, 2006 would also be extended. Besides, two A- 319 aircrafts from Debis Air Finance are also proposed to be acquired on dry lease basis and are scheduled to be delivered in April, 2006. These aircraft are under 15 years of age and are being leased for a term of 5 years.

(d) No specific sector has been assigned for the deployment of these aircrafts. The leased aircraft are to be utilized on the total network of Indian Airlines and Alliance Air.

(e) Indian Airlines has executed an Agreement with Airbus Industrie for purchase of 43 Airbus aircraft which are scheduled to be delivered during November, 2006 and March, 2010. The induction of these aircraft would augment capacity to cater to the increase in traffic. They are also separately evaluating offers received for leasing twelve wide bodied aircraft primarily for operation on international sectors.

Railway Projects for Pondicherry

1300. PROF. M. RAMADASS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that the four regions of the Union Territory of Pondicherry are not linked with railway;

(b) if so, whether the Railways have undertaken some projects pertaining to Pondicherry;

(c) if so, the details thereof and the progress of work done so far on each project;

(d) the total expenditure incurred on each project, till date; and

(e) the time schedules fixed for completion of these projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Pondicherry Union Territory consists of Pondicherry, Mahe, Karaikal and Yanam. Rail link to Pondicherry and Mahe are already existing and works have been taken up to provide rail link to Karaikal. There is no proposal to provide rail link to Yanam.

(b) to (d) The work of gauge conversion of Tiruchirappalli-Thanjavur-Nagore with extension to Karaikal has been taken up where work on Tiruchirappalli-Thanjavur has already been completed and gauge conversion work upto Tiruvarur is targeted for completion during 2005-06. Expenditure of Rs. 137.76 crore has been incurred on this project upto 31.3.2005.

(e) No target is fixed for providing rail link to Karaikal.

Shifting of Mountaineering Division

1301. SHRI AJOY CHAKRABORTY: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government is shifting the Mountaineering Division from its present location Kashmir to some other place in North East;

(b) if so, the reasons therefor;

(c) whether this shifting will not pose any threat to the law and order situation of Kashmir in view of the terrorist training camps that are still in existence; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (d) The quantum of troops deployed in the State of Jammu & Kashmir (J&K) including deployment of any specific unit of Army is continuously assessed and reviewed by the Army based on the changing threat perception. Terrorist activities in J&K has been on the decline. The Army has adopted a comprehensive counter infiltration strategy in J&K, comprising of a multi-tiered arrangement, including a forward tier of troop deployment, deployment of state-of-the-art surveillance devices, the Line of Control (LC) fence and a Second tier of deployment in conjunction with the fence. This has resulted in a substantial drop-in the successful infiltration/exfiltration attempts by the terrorists. The Army, along with other intelligence and security agencies, continuously reviews its strategy to ensure that infiltration is minimized and the violence levels in J&K remain under check.

Blueprint for Rail, Road Infrastructure for Paradip Port

1302. SHRI BASU DEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether RITES Ltd. has decided to prepare blueprint for rail, road infrastructure for Paradip Port as reported in the *Business Line* dated January 24, 2006;

(b) if so, whether any Committee has been constituted for the purpose;

(c) if so, the details in this regard; and

(d) the time by which the Committee is likely to submit its report?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) On request from Paradip Port Trust (PPT), RITES Limited has given an offer to

render technical advisory services for developing a Master Plan for rail, road infrastructure of the Port. The acceptance of offer by Paradip Port Trust is awaited.

(b) No, Sir.

(c) Does not arise.

(d) RITES Limited has in its offer indicated a time frame of nine months from the date of award of work for submission of the Final Report on the said Master Plan.

[Translation]

Adulteration in Petrol

1303. SHRI V.K. THUMMAR:

SHRI TUKARAM GANPATRAO RENGE PATIL:

SHRI SANAT KUMAR MANDAL:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of raids conducted by the Government to check adulteration in petrol during the last six months;

(b) the number of adulteration cases detected by the Government in these raids, State-wise, and

(c) the action taken by the Government against the dealers who were found guilty in these raids, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The number of inspections of retail outlets conducted by the Public Sector Oil Marketing Companies (OMCs) during July to December, 2005 was 51,615.

(b) The number of adulteration cases detected during these inspections, State-wise is given in the enclosed statement.

(c) Action is taken by the OMCs against the dealers found indulging in adulteration under the provisions of the Marketing Discipline Guidelines (MDG)/Dealership Agreement. In addition to the action taken by the OMCs, the State Governments are empowered to take legal action against the defaulting dealers under the provisions of the control orders issued by the Government under the Essential Commodities Act, 1955.

Statement

Name of States/UTs	Number of adulterated cases detected
Andhra Pradesh	14
Bihar	1
Chhattisgarh	4
Delhi	5
Goa	2
Gujarat	4
Haryana	1
Himachal Pradesh	1
Jammu and Kashmir	2
Karnataka	3
Kerala	1
Madhya Pradesh	3
Maharashtra	9
Nagaland	1
Orissa	7
Punjab	10
Rajasthan	14
Tamil Nadu	2
Uttar Pradesh	17
Uttaranchal	1
West Bengal	12
Total	114

[English]

Safety Standards at Airports

1304. SHRI ADHALRAO PATIL SHIVAJIRAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of those airports in the country which have been declared unsafe along with the reasons therefor;

(b) whether the State Governments have been provided adequate funds to improve safety standards at the airports; and

(c) if so, the funds provided to each State Government during each of the last three years in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) All airports operators have to mandatorily comply with the safety standards laid down by Directorate General of Civil Aviation (DGCA). No operational airport in the country has been declared unsafe by DGCA.

(b) and (c) Airports Authority of India (AAI) maintains 126 airports in the country of which 86 are operational. These airports are maintained by AAI from its own resources. No demand of funds has been received from any State Government for the purpose.

Budget Hotels

1305. SHRI BRAJA KISHORE TRIPATHY:
SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have finalized several sites adjoining key railway stations in Mumbai for setting up budget hotels;

(b) if so, the details in this regard;

(c) whether the Railways also propose to set up such budget hotels in other cities;

(d) if so, the details thereof alongwith the sites identified for the purpose; and

(e) the progress made for the construction of such hotels so far and the time by which these hotels are likely to be constructed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) The Railways has identified various potential stations all over the country, including a few railway stations in Mumbai, for establishing Budget Hotels. The location plans for three stations at Chandigarh, Madurai and Sealdah have been approved. No timeframe, however, has been fixed for setting up of the Budget Hotels.

[Translation]

Mega Railway Projects

1306. SHRI KAILASH NATH SINGH YADAV:
SHRI SHISHUPAL PATLE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether sanction has been granted for launching mega railway projects which were announced during 2005-06;

(b) if so, the present status of each mega railway project; and

(c) if not, the reason for delay and the time by which the sanction is likely to be accorded to these projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Dedicated Freight Corridors on Eastern and Western routes have been included in the Railway Budget 2006-2007.

Construction of Overbridge in M.P.

1307. SHRI KRISHNA MURARI MOGHE:
SHRI ASHOK ARGAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any proposals from the Government of Madhya Pradesh for construction of an over-bridge on the railway line from Morena to Lalore in Morena district;

(b) if so, the details thereof and the action taken thereon; and

(c) the time by which the construction of this bridge is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise.

[English]

Cracks in Taj Mahal

1308. SHRIMATI NIVEDITA MANE:
SHRI KIRTI VARDHAN SINGH:
SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the exterior of Taj Mahal got affected by pollution during winter months and cracks are found in the marble;

(b) if so, the details thereof; and

(c) the measures taken or being taken by the Archaeological Survey of India to save the monument from pollution and cracks?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) No adverse effect to the exterior of Taj Mahal or cracks in the marble had been noticed during the winter months due to pollution. While the quantity of gaseous pollutants is found to be well within the permissible limits, the value of suspended particulate matter has been found greater than the permissible limits during the winter months. However, this may not have any adverse effect on the monument. The isolated micro cracks in the marble veneering can be attributed to corrosion of iron clamps/dowels, inherent mineral impurities in the marble and weathering effects.

(c) The Archaeological Survey of India is continuously monitoring the quantity of pollutants in the ambient air of the Taj Mahal. Required conservation/preservation works are being undertaken regularly in addition to detailed scientific studies by expert organizations.

Influence in Defence Procurement

1309. SHRI CHANDRA BHUSHAN SINGH:
SHRI NIKHIL KUMAR:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government is aware that some companies/individuals are having great influence in defence procurements;

(b) if so, the facts thereof; and

(c) the concrete measures being taken by the Government to keep such influence away from such procurements?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (c) Government is not aware of any company or individual having any influence in defence procurements. On the other hand, the Government is taking all possible steps to make the procurement of defence items as transparent as possible.

Government reviewed the Defence Procurement Procedure 2002 (Version June 2003) that dealt with Capital acquisitions involving 'Buy' and 'Buy and Make' categories, and promulgated the Defence Procurement Procedure (D.P.P.) 2005. Government also promulgated the Defence Procurement Manual (D.P.M.) 2005 for Revenue stores. Both the DPP 2005 and the DPM 2005 are part of the website of Ministry of Defence (www.mod.nic.in) and incorporate several provisions to ensure transparency and cut down delays in the procurement process. Some of the provisions in DPP 2005 include the following:

- (i) Making Qualitative Requirements more broadbased so as to avoid single vendor situations.
- (ii) Signing of Integrity Pact for purchases over Rs. 300 crore.
- (iii) The Standard contract terms are included in the RFP. This includes provision regarding penalty for use of undue influence by the seller and prohibit engagement of any agent or payment of agency commission by the seller.
- (iv) Broad timeframe for completion of different procurement activities.

Some of the provisions in DPM 2005 include the following:

- (i) Request for Proposals, both for indigenous and foreign procurement, enumerating short-listing and award criteria;
- (ii) Uniformity in Interpretation of various contracting clauses and issues;
- (iii) Clear time frame for each stage and process of procurement so as to cut down on delays and bring in accountability;
- (iv) General guidelines for assessing Reasonability of Prices;
- (v) Summary of CVC guidelines and Banking instruments.

[Translation]

Mandatory AIDS Test for Candidates

1310. SHRI SAJJAN KUMAR: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government is considering to make AIDS Test mandatory for the candidates before their appointment in Armed forces; and

(b) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) The proposal to make Human Immunodeficiency Virus (HIV) test mandatory for new entrants into the Armed Forces is under consideration.

[English]

Exchange of Anti-Missile System with US

1311. SHRIMATI JYOTIRMOYEE SIKDAR: Will the Minister of DEFENCE be pleased to state:

(a) whether the US proposes to exchange the anti-missile system with India;

(b) if so, the details of the modalities formulated in this regard; and

(c) the response of Indian Government thereto?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (c) During the visit of Raksha Mantri to USA in June 2005, the US side offered to hold a briefing in respect of their anti-missile defence systems. Briefing on the same was held in New Delhi in September, 2005. No modalities have been formulated in this regard, so far.

Acquisition of Assets by Oil PSU's Abroad

1312. SHRI SURESH KURUP: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government proposes to strengthen the oil sector companies in acquiring assets abroad;

(b) if so, the details thereof; and

(c) the manner in which the Government will help these companies?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) As per the decision taken by the Government in August 2005, the ceiling of equity investment to establish financial joint ventures and wholly owned subsidiaries in India or abroad by the Navaratna PSEs, including the downstream oil companies, shall be

15% of their network in one project limited to Rs. 1,000 crores. The overall ceiling on such investments in all projects put together shall be 30% of the network of the PSE.

As regards the upstream sector, the Board of Directors of OVL, the subsidiary of ONGC, has powers to approve a project involving investment upto US\$ 75 million or Rs. 300 crore whichever is less. For projects involving investment beyond this, an Empowered Committee of Secretaries (ECS) considers the proposal of OVL before seeking the approval of the Government. In the case of Oil India Limited, powers to incur capital expenditure or form joint ventures/subsidiaries was limited to Rs. 150 crores only or equal to 50% of its network, whichever is less. To extend support to the efforts of oil companies in acquiring equity oil and gas abroad, the Government have decided to permit Oil India Limited (OIL) to form project specific Special Purpose Vehicles (SPVs) with Indian Oil Corporation Limited (IOC) to undertake overseas projects beyond its financial powers. In the event, IOC is not interested, OIL can join hands with any other Navaratna downstream oil PSU. All such proposals for Exploration & Production (E&P) projects jointly to be undertaken by OIL and the Navaratna downstream oil Public Sector Undertakings (PSUs) would be brought for consideration before the Empowered Committee of Secretaries (ECS), under the same fast track mechanism as available to ONGC Videsh Limited (OVL). The ECS would then give its recommendations to the Government.

Delay of Flight to/from Delhi and Aurangabad

1313. SHRI CHANDRAKANT KHAIRE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines flights from Delhi to Aurangabad and Aurangabad to Delhi remain delayed;

(b) if so, the reasons therefor; and

(c) the appropriate action taken/being taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. Delays have occurred due to operational reasons.

(c) All technical delays and cancellations are investigated and remedial action taken immediately. A meeting of the representatives of operating department at

the regional level is held every day. At the base station, delays and cancellations are analyzed to identify repetitive nature of snags and special maintenance action is immediately taken. At the Headquarters level, the punctuality of services is monitored on a daily basis. Regular meetings are also held with the vendors or manufacturers for bringing an improvement in the product and systems. Representatives of Indian Airlines are also deputed from time to time to attend international conferences and seminars to update their knowledge.

[Translation]

**Revenue Earned from Advertisements
on Railway Stations**

1314. SHRI MUNAWAR HASSAN: Will the Minister of RAILWAYS be pleased to state:

(a) the revenue earned by the Railways through advertisements displayed on the railway stations during

each of the last three years, zone-wise;

(b) whether the State Governments are given certain portion of the earnings from advertisements;

(c) if so, the details thereof; and

(d) the amount given to each State during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Detail of revenue earned by Railways through advertisements displayed on the Railway stations is not maintained separately. However, a Statement showing the total revenue earned through Advertisements by the Railways (zone-wise), during the last three years, is enclosed.

(b) No, Sir.

(c) and (d) Do not arise.

Statement

(Rs. in lakhs)

Railway/Year	2002-03	2003-04	2004-05
Central	684	558	558
Eastern	193	234	252
East Central	*	56	71
East Coast	*	31	68
Northern	221	516	966
North Central	*	16	47
North Eastern	57	49	57
Northeast Frontier	4	2	10
North Western	*	164	165
Southern	381	335	480
South Central	109	219	162
South Eastern	131	57	69
South East Central	*	35	44
South Western	*	148	183
Western	1074	1099	960
West Central	*	Nil	42
Metro/Kolkata	200	259	421
Total	3054	3778	4555

*These Railways started operations in 2003-04.

*(English)***Programmes in Regional Indian Languages**

1315. SHRI DHARMENDRA PRADHAN: Will The Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government has taken any initiatives to boost the programmes in regional Indian languages by motivating the private channels; and

(b) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) and (b) Government does not play a role in motivating private Satellite TV Channels for programming in the regional languages. It is seen that many regional language private channels are also available now. Doordarshan also telecasts programmes in regional languages on its eleven regional language channels and eight State Network Channels.

Educational Programmes

1316. SHRI ASADUDDIN OWAISI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government is ready to pull all the educational programmes made by its agencies on air;

(b) if not, the reasons therefor;

(c) whether there is any proposal to offer these programmes to the private channels for telecast;

(d) if so, the details in this regard;

(e) whether the programme making agencies have been found involved in misusing the funds and duplication of work which results in loss of crores of rupees to the exchequer;

(f) if so, the details thereof; and

(g) the steps taken or being taken by Government to check misuse of funds by the agencies?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) to (g) The information is being collected and will be laid on the Table of the House.

Construction of ROBs in Andhra Pradesh

1317. SHRI A. SAI PRATHAP: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any request from the Government of Andhra Pradesh for construction of Railway over bridges (ROBs) at Cuddapah, Yerraguntla and Rajampet;

(b) if so, the details thereof; and

(c) the action taken by the Railways thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) and (c) Proposals for construction of Road Over Bridges (ROB) at Cuddapah in lieu of Level Crossing (LC) No. 122, at Rajampet Yard in lieu of LC No. 103(T) and between Yerraguntla-Yerragudipadu stations in lieu of LC No. 138 have been received from State Government. All these three proposals have been included in the Railway's ensuing Works Programme of 2006-07.

Cooperation In Hydrocarbon Sector with Iran

1318. SHRI P.S. GADHAVI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Iran has sought closer cooperation in the hydrocarbon sector, particularly in developing the use of CNG as an automotive fuel in the country;

(b) if so, whether any agreement has been signed between the two countries in this regard; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) A Memorandum of Understanding (MoU) was signed between the Government of India and Government of Islamic Republic of Iran on 27.01.2003 for cooperation in the hydrocarbon sector including Compressed Natural Gas (CNG).

The issue of cooperation in the CNG sector was discussed in the meetings of the Joint Working Group constituted under the aforesaid MoU. GAIL and Iran Fuel Conservation Organisation (IFCO) were jointly studying the proposal to associate GAIL in the CNG implementation programme in Iran. However, GAIL did not receive adequate response from IFCO in this regard.

Development of Temples/Pilgrim Centres

1319. SHRI RAVI PRAKASH VERMA: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether on the basis of the recommendations of a committee, the Government has identified certain temples/pilgrim centres for the development of infrastructural facilities to attract the tourists;

(b) if so, the details thereof; and

(c) the action plan prepared by the Government in this regard and funds allocated by the Government in this regard?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) Development of tourism is primarily the responsibility of the State Governments/UTs. The Department of Tourism, under its schemes, extends financial assistance for tourism projects including development of infrastructure facilities for pilgrim centres, prioritized in consultation with the concerned State/UT Administrations subject to *inter-se* priority of projects and availability of funds.

Natural Gas Pipeline Policy

1320. SHRI BALASHOWRY VALLABHANENI:
SHRI RASHEED MASOOD:
SHRI SHISHUPAL PATLE:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has formulated the Natural Gas Pipeline Policy;

(b) if so, the details thereof; and

(c) if not, the present status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA

PATEL): (a) to (c) The Government is formulating a Pipeline Policy which envisages the progressive development of a nation-wide gas grid in a competitive environment, involving both the public sector and the private sector. The implementation of different pipeline segments will, *inter-alia*, depend upon achieving appropriate tie-ups for sourcing of supply and marketing of gas.

Natural gas pipelines are highly capital-intensive projects. They are considered as natural monopolies and, therefore, Government propose to regulate them. Based on the feedback received from various stakeholders, the proposed draft Pipeline Policy under consideration envisages the development of a nation-wide gas grid in a competitive environment, involving both the public sector and private sector, under the overview of a Regulator. The Pipeline Policy aims to encourage competition, efficiency and greater investment in this sector, all of which will ultimately benefit the consumers, and the economy in general.

Modernisation of Oil and Natural Gas Fields in Assam

1321. SHRI SARBANANDA SONOWAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether any programme has been prepared by the Government to modernise the oil and natural gas fields in Assam and North Eastern States to increase its productivity;

(b) if so, the details thereof; and

(c) the total amount of revenue that is annually collected by the Union Government and oil producing States from crude oil and natural gas, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) In Assam, Oil and Natural Gas Corporation Limited (ONGC) and Oil India Limited have undertaken plans for upgradation/addition of surface facilities, pipeline network, drilling of hi-tech wells and work over operations for augmenting oil and gas production.

In Tripura, ONGC plans to construct three new Gas Collecting Stations and drill development wells to meet

the requirement of gas supply to a proposed 750 MW Power Plant at Tripura.

(c) Total amount of revenue collected in 2004-05 by Union Government (on account of cess and offshore Royalty) and State Governments (on account of Royalty, Sales Tax and Octroi, etc.) from crude oil and natural gas sale is as under:-

State	Rs. in crore
Andhra Pradesh	197.45
Arunachal Pradesh	10.75
Assam	1128.66
Gujarat	1516.45
Rajasthan	6.05
Tamil Nadu	141.28
Tripura	16.52
Union Government	9015.61

[*Translation*]

Expansion of Jodhpur Railway Station

1322. SHRI JASWANT SINGH BISHNOI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any proposal for expansion of Jodhpur Railway Station in Rajasthan is pending with the Railways;

(b) if so, the details thereof; and

(c) the time by which it is likely to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU):

(a) No, Sir.

(b) and (c) Do not arise.

Participation in UN Peacekeeping Mission

1323. PROF. MAHADEORAO SHIWANKAR: Will the Minister of DEFENCE be pleased to state:

(a) whether there has been an increase in demand of Indian Soldiers in the United Nation Peacekeeping Mission;

(b) if so, the number of Indian Soldiers deputed in various countries at present, country-wise;

(c) the number of those Indian Soldiers in UN Peacekeeping Mission who have laid down their lives while in duty during 2005 and 2006 so far;

(d) whether there is any proposal to grant martyrs status to these soldiers;

(e) If so, the details thereof; and

(f) If not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) The requirement of Armed Forces personnel deployed in various United Nations (UN) peacekeeping missions is dynamic in nature and keeps varying on a continuous basis. The current level of deployment of our Armed Forces personnel country-wise, is given below:

Sl. No.	Name of country	Number of personnel deployed
1.	Democratic of Congo (MONUC)	3555
2.	Lebanon (UNIFIL)	671
3.	Ethiopia-Eritria (UNMEE)	1562
4.	Sudan (UNMIS)	2631
5.	Golan Heights (UNDOF)	123
6.	Ivory Coast (UNOCI)	08
7.	Burundi (ONUB)	08
8.	New York (UNDPKO)	02
Total		8560

(c) to (f) While no casualties have been reported during the year 2006 so far, four casualties were reported in the year 2005. All soldiers who lay down their lives while in active service including the service in UN Peacekeeping Missions are considered as martyrs. The compensation to the next-of-kin of the deceased soldiers in all such cases is paid as per the extant norms which include gratuity, ex-gratia, liberalized family pension and other admissible benefits.

*[English]***Doubling of Railway Line**

1324. SHRI B. MAHTAB: Will the Minister of RAILWAYS be pleased to state:

(a) whether doubling of railway line between Talcher and Paradeep is going at a slow pace;

(b) if so, the details thereof and the reasons therefor; and

(c) the steps taken by the Railways for timely completion of work on the said line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Doubling of the entire Talcher-Nergundi-Cuttack-Paradeep line (except the 2nd bridge over river Mahanadi) has been completed and commissioned. The 2nd bridge over river Mahanadi is targeted for completion during 2007-08.

Telecast of News in Rural Areas

1325. SHRI SANAT KUMAR MANDAL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the news telecast by Doordarshan (DD) channels of various States are reaching the remotest rural areas of the country;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the steps being taken by the Government to enable DD news to cover all the remotest rural areas of the country, especially in West Bengal?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) to (d) Regional channels of Doordarshan (including DD Bangla) and DD News are part of Doordarshan's DTH bouquet and can be received anywhere in the country (except A&N Islands) with the help of small sized dish receive unit.

Three High Power Transmitters at Asansol, Kolkata and Murshidabad are already in operation. Besides, two more Low Power Transmitters are functioning at : Basanti and Shantiniketan in West Bengal. In terrestrial mode, DD News channel coverage is available to about 46.4% population of the country while for the state of West Bengal alone, its coverage is available to about 58.3% of the population. For further expansion of DD News channel coverage in West Bengal, a high power transmitter is under implementation at Kurseong.

Installation of CCTV and Cameras at Stations

1326. SHRI G. KARUNAKARA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) the name of stations where Close Circuit Television (CCTV) and cameras have been installed during 2005-06 alongwith the expenditure incurred thereon, station-wise;

(b) whether the Railways have made any plan to install CCTV and cameras at other stations to check crime there; and

(c) if so, the name of stations selected for the provision of such facilities during 2006-07 alongwith the estimated cost incurred therein?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) A statement is enclosed.

Statement*Installation of CCTV and Cameras at Stations*

Railway	(a) Name of Stations where Close Circuit Television (CCTV) and Cameras installed (2005-06)	Expenditure incurred in Lakhs of rupees	(b) Stations selected for installation of Close Circuit Television (CCTV) and Cameras	(c) 2006-07 Estimated cost in lakhs of rupees
1	2	3	4	5
Central	NIL	NIL	Chatrapati Shivaji Terminal Mumbai	20.42

1	2	3	4	5
Eastern	NIL	NIL	Sealdah	29.12 lakhs
East Central	Patna Jn.	1.98	Mugalsarai, Gaya, Barauni Jn., Muzaffarpur Jn., Hajipur Jn..	Under process
East Coast	Vishakhapatnam	1.98	Khurda, Puri, Bhārakha, Barahampur, Palasa, and Vishakhapatnam	72.00
Northern	NIL	NIL	Lucknow, Hazrat Nizam-ud-din, Ludhaina, Amritsar, Chandigarh, Ambala, Sahampur New Delhi & Delhi (Main)	206.00
North Central	Agra	12.74	NIL	NIL
North Eastern	NIL	NIL	Gorakhpur, Lucknow & Gonda	.46 licence fee for one year.
North Frontier	Guwahati, & Dimapur	19.44	NIL	NIL
North Western	NIL	NIL	NIL	NIL
Southern	Chennai, Egmore	4.80	Chennai Egmore, Chennai Central	15.00
South Central	Secundrabad.	12.00	Kachigudda, Tripputty & Hyderabad	33.00 Lakh
South Eastern	NIL	NIL	Bokaro and Khadakpur	Estimated cost is under process
South East Central	NIL	NIL	Bilaspur	Under process.
South Western	NIL	NIL	Yashvantpur and Bangalore	28.56
Western	NIL	NIL	Churchgate, Mumbai Central, Bandra, Vadodara, Ahmedabad, Ratlam, Indore, Bavnagar Terminal, Veraval Junagarh, Porbander	115.00
West Central	NIL	NIL	Bhopal, Jabalpur and Khutbav	47.00

Pending New Railway Line Projects

1327. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the new railway lines projects pending for completion;

(b) the present status of each project and the amount spent thereon so far; and

(c) the time by which each project is likely to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Information is being collected and will be laid on the Table of the House.

[Translation]

Removal of Fish Plates

1328. SHRI HEMMAL MURMU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that three Rajdhani trains have narrowly escaped from accidents in various parts of the country particularly at Gaya-Mughalsarai Railway Division as the insurgents attempted to derail the trains by removing fish plates;

(b) if so, the details thereof;

(c) the action taken against the persons found involved in such incidents; and

(d) the effective measures taken by the Railways to keep more vigil to prevent recurrence of such incidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. In the night of 2.1.2006 at about 22.55 hrs, as soon as train No.2301 (Howrah - New Delhi) Rajdhani Express passed through Dhawa Bridge No. 445 between Rafiganj and Deo Road Railway stations, 40-50 criminals equipped with arms came to Dhawa Bridge and forcibly carried the 02 Gangmen. on guarding duty, about 100 yards away from the railway track and tied their hands and legs with ropes. Thereafter, criminals removed switch expansion joints and brackets and 50 nos. Pendrol clips from the railway track on Dhawa Bridge No.445, Kilometre No.508/27-29.

After a considerable lapse of time, somehow the Gangmen managed to untie themselves and rushed to Rafiganj station and informed the matter to the Railways

staff on duty. All the train operations were immediately controlled from 03.05 hours on Up and Down lines and traffic movement remained suspended upto 06.50 hours for repairs of the track. On getting information, concerned Police and Railway Protection Force (RPF) officials along with Sr. Section Engineer/Permanent Way / Rafiganj visited the place of occurrence and assessed the situation. Train No.2423 Up Bhuwanshwar - New Delhi Rajdhani Exp., 2313 Up Sealdah - New Delhi Rajdhani Exp., 3348 Up Palamau Exp., 9306 Up Shipra Exp. and 07 nos. of Up Goods trains had already passed through Up line over the said bridge before suspension of rail traffic.

(c) On the complaint of Gangmen, Local Police Rafiganj has registered a case vide crime No.02/06 dated 3-1-2006 under section 307, 399, 402, 353% Indian Penal Code and 150 of The Railways Act.

(d) 'Policing' being a State subject, prevention of crime, registration of cases, their investigation and maintenance of law and order in the Railway premises as well as on running trains are the statutory responsibility of the State Police. However, the security of stations, trains, passengers, railway staff, track and bridges have been geared up by deploying additional Police and Railway Protection Force personnel and trackmen in vulnerable sections in consultation with Police authorities as precautionary measures to prevent any act of violence/sabotage, etc.

[English]

Marketing of LPG

1329. SHRI SUGRIB SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has recently put on hold its decision to authorise some companies to market indigenously produced LPG;

(b) if so, the details in this regard;

(c) whether GAIL has urged the Government to review its decision on said issue; and

(d) if so, the action taken by the Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (d) The Government had, in February,

2005 granted authorization for marketing of indigenously produced LPG to GAIL India Limited (GAIL), Oil and Natural Gas Corporation (ONGC) and M/s. Reliance Industries Limited (RIL) subject to certain terms and conditions. The terms and conditions of this authorization were further modified in August 2005.

At present, a large proportion of available LPG is supplied as subsidized domestic LPG in the country. In 2004-05, about 96% of total available LPG was marketed as subsidized LPG. Subsidized LPG is marketed by the oil marketing companies (OMCs) *viz.*, Indian Oil Corporation Ltd. (IOC), Bharat Petroleum Corporation Ltd. (BPC), Hindustan Petroleum Corporation Ltd. (HPC) and IBP Co. (IBP). In addition to the Government subsidy, the oil companies share the burden of subsidizing this product. The new entrants wanted to market commercial/ industrial LPG and also subsidy on domestic LPG.

The operational issues related to LPG marketing by new entrants were examined and considering, *inter alia*, the present mechanism of meeting the subsidy on domestic LPG, which constitutes the major chunk of the total LPG marketed in the country, it has been decided not to expand the list of existing companies marketing LPG for the present, and withdraw the authorization to market LPG from GAIL, ONGC and RIL.

Adulteration in Petrol and Diesel at Petrol Pumps

1330. SHRI N. JANARDHANA REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware that there is a large scale adulteration in petrol and diesel at the petrol pumps in the country;

(b) if so, whether the Government is planning to revamp the marketing system of oil companies with a view to check adulteration;

(c) if so, the action so far taken in this direction;

(d) whether the Government proposes to create an Anti-Adulteration Enforcement Directorate in the marketing companies; and

(e) if so, the action taken in this regard and how this Directorate will help in eliminating adulteration?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The possibility of adulteration of petrol/diesel by some unscrupulous elements cannot be ruled out due to huge price difference between petrol/diesel and various adulterants available in the market and the easy miscibility of these products with petrol/diesel.

(b) and (c) The action taken by the Government/ Public Sector Oil Marketing Companies (OMCs) in containing the menace of adulteration in petrol/diesel include the following:

- (i) Under the Control Orders issued by the Government to prevent fuel adulteration, under the Essential Commodities Act, 1955, State Governments are empowered to take action against those indulging in adulteration. Government have taken up this matter with all the State Governments/Union Territory Administrations to step up inspections/surprise checks to ensure that adulteration-related activities are minimized and to exercise vigil/ conduct inspections at various private firms, factories, processing units, etc., under their jurisdictions so as to identify the perpetrators of adulteration and take stringent action against them within the available legal framework.
- (ii) OMCs undertake regular and surprise inspections of Retail Outlets and also take action under Marketing Discipline Guidelines (MDG) and Dealership Agreements against those indulging in adulteration and malpractices. MDG provide for penalty of termination of dealership in cases of adulteration being established.
- (iii) As advised by the Government, Oil Marketing Companies (OMCs) have created a separate wing to report to a Director other than Director (Marketing), which will oversee and monitor all activities and operations to curb adulteration and specify norms and guidelines in this regard.
- (iv) Keeping in view the misuse/diversion of SKO for adulteration, the import of SKO by private parties has been canalized through OMCs.
- (v) OMCs have introduced new tamper proof tank-truck locking systems to prevent *en route* adulteration by transporters.
- (vi) Information Technology (IT) solutions like monitoring movement of tank trucks through

Global Positioning System (GPS) and monitoring level of fuel tanks in Retail Outlets through retail automation are being introduced.

(vii) Branding of Retail Outlets and third party certification of Retail Outlets have been initiated by the OMCs.

(viii) Effective 2nd October 2005, Government launched the Jan Kerosene Pariyana as a pilot project in 413 blocks covering 23 States and one Union Territory for a period of six months with a view to strengthening and streamlining the infrastructure for kerosene distribution and involving the Gram Sabhas and Gram Panchayats and State Panchayati Raj Institutions in the supervision of PDS kerosene distribution, so as to ensure that entitled beneficiaries actually receive their entitlement and diversion to adulteration and black-marketing is capped, reversed and eventually eliminated.

Measures to check adulteration are kept under continuous review of the Government.

(d) and (e) As replied to under (b) & (c) above, OMCs have created a separate wing to report to a Director other than Director (Marketing), which will oversee and monitor all activities and operations to curb adulteration and specify norms and guidelines in this regard.

New Railway Line between Thanur and Guruvayoor

1331. SHRI C.K. CHANDRAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for delay in starting the work of the new Railway line between, Thanur and Guruvayoor;

(b) the funds allotted for the project during 2005-06 and the amount out of it has been spent thereon; and

(c) the steps contemplated for early starting of the work on the project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Resistance of the people of the area and non-availability of land for this project.

(b) Rs. 1 crore has been allotted during 2005-06 and Rs. 0.02 crore has been incurred so far on this project.

(c) Matter has been taken up with State Government for handing over the land.

Opening of Zonal Cultural Centre

1332. SHRI BADIGA RAMAKRISHNA: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether there is any proposal to open a Zonal Cultural Centre in Andhra Pradesh;

(b) if so, the details thereof; and

(c) the time by which it is likely to be opened?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) No, Sir. Andhra Pradesh is part of the South Zone Cultural Centre and South Central Zone Cultural Centre.

(b) and (c) Does not arise.

Oil Price Hike

1333. SHRI PRABHUNATH SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is evolving a package to avert oil price hike;

(b) if so, the details thereof;

(c) the manner by which the economic interests of the public sector oil companies will be protected;

(d) whether a part of financial outlays pertaining to food subsidy is to be earmarked to contain the oil price hike; and

(e) if so, the amount likely to be channeled to subsidise kerosene and cooking gas ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) In order to formulate a long-term pricing policy, the Government had constituted an Inter-Ministerial

Committee under the Chairmanship of Dr. C. Rangarajan, Chairman, Economic Advisory Council to the Prime Minister to examine different aspects of pricing and taxation of petroleum products with a view to stabilizing/rationalizing their prices, keeping in view the financial position of the oil companies, the investment needed in the sector, the *need* to conserve petroleum products, and establishing a transparent mechanism for the autonomous adjustment of prices by the oil companies. The Committee submitted its report on 17.2.2006. The recommendations made in this report can be divided broadly into three groups as under:

1. On pricing of petrol and diesel:

(i) Shift to a trade parity pricing formula for determining refinery gate as well as retail prices; (ii) Government to keep at arms length from price determination and to allow flexibility to oil companies to fix the retail price under the proposed formula; and (iii) Reduce effective protection by lowering the customs duty on petrol and diesel to 7.5%.

2. On pricing of domestic LPG and PDS kerosene:

(i) Restrict subsidized kerosene to BPL families only; (ii) Raise the price of domestic LPG by Rs. 75/cylinder; (iii) Discontinue the practice of asking upstream companies to provide upstream assistance, but instead collect their contribution by raising the OIIB cess from the present level of Rs. 1,800/MT to Rs. 4,800/MT; and (iv) Government meeting the balance cost of subsidy from the budget.

3. On restructuring excise duties:

Shift from the present mix of specific and ad-valorem to a pure specific levy and calibrating the levies at Rs. 5,00/litre of diesel and Rs. 14.75/litre of petrol.

The Committee has recommended that each of the first two sets of recommendations should be implemented as integrated packages.

The report of the committee is being examined by Government.

(d) No, Sir.

(e) Does not arise in view of (d) above.

[*Translation*]

Classification of Newspapers/Magazines

1334. SHRI KULDEEP BISHNOI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the government proposes to classify the newspapers and magazines on the basis of contents published therein and issue certificates accordingly on the line of films;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the concrete steps taken by the Government on growing tendency of publishing obscene literature and pictures in newspapers and magazines in the name of sex education?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYARANJAN DASMUNSI): (a) No, Sir.

(b) Does not arise.

(c) and (d) The press in India is free from Government control and is in the private sector. In pursuance of its policy to uphold the freedom of the Press, the Government does not interfere in its functioning. The Press Council of India (PCI) is a statutory autonomous body set up under the Press Council Act, 1978 with the objective of preserving the freedom of Press, maintaining and improving the standards of newspapers and news agencies in India and to inculcate principles of self-regulation among the Press. PCI, which is self-regulatory body of the Press, has built "Norms of Journalistic Conduct", which cover principles and ethics with regard to journalism including guidelines stipulating "Obscenity and Vulgarity to be eschewed". These carry only moral force and are not enforceable in a Court of Law. Further, publishing of obscene material, is an offence under Section 3 of the Indecent Representation of Women (Prohibition) Act, 1986, which is administered by the Ministry of Women and Child Development. Actual implementation of the Act rests with the State Governments.

*[English]***Supply of ATF Fuel**

1335. SHRI JASHUBHAI DHANABHAI BARAD: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has any plan to dismantle the monopoly of State-owned oil companies in supply of aviation turbine fuel at Indian Airports;

(b) if so, whether the increased competition with the entry of private players will bring down the ATF prices;

(c) if so, the details thereof;

(d) whether the Government has assessed the losses to be caused to the State-owned oil companies; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Besides Public Sector Oil Marketing Companies (OMCs), Government have authorized Reliance Industries Ltd. (RIL) and Essar Oil Ltd. (EOL) in the private sector to market aviation turbine fuel (ATF). Based on the open tender invitation, the Airport Authority of India (AAI) have granted licence at 12 Airports to private oil companies.

(b) to (e) ATF prices are decontrolled, and the companies marketing this product are free to fix the prices on commercial considerations.

National Technology Bank

1336. SHRI E.G. SUGAVANAM: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government proposes to set up a National Technology Bank for oil and gas industry;

(b) if so, the details thereof; and

(c) the time by which it is likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) During the Brain-storming Session on R&D issues in upstream sector held on 2 March, 2005,

organized by Petrofed and DGH, it was decided to set up National Technology Bank (NTB). A Working Group has been constituted to work out the modalities for setting up the centre in consultation with the industry (private as well as NOCs) and academia. The action plan has been prepared and information about offshore technology has been collected through Offshore Technology Conference (OTC) held at Houston. Presently, the data is being loaded on the data base. No specific timeframe can be assigned for operationalisation of the National Technology Bank.

Setting up of LNG Terminal and Power Generation Plant by ONGC

1337. SHRI IQBAL AHMED SARADGI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether ONGC proposes to set up a LNG terminal, power generation plant and a mega petrochemical complex in Mangalore;

(b) if so, the details alongwith the cost of the projects and present status thereof,

(c) the time by which these projects are likely to be completed;

(d) whether the State Government has agreed to provide tax concessions including entry tax exemption for these projects; and

(e) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Oil and Natural Gas Corporation Limited (ONGC) has reported that they have a plan, which is at a conceptual stage, for setting up LNG re-gasification terminal, an extraction plant for C2/C3 fractions, subject to availability of rich LNG and a gas based power plant for catering to the captive needs of their Mangalore based projects.

(b) and (c) Pending completion of the detailed techno-economic feasibility studies, no details of financial outlays or the timeframe can be given.

(d) and (e) Do not arise in view of (a) above.

Railway Line in Orissa

1338. SHRI ANANTA NAYAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether the progress of construction of railway line between Keonjhar and Daitari in Orissa has been reviewed;

(b) if so, the present status thereof; and

(c) the time by which the construction of the said railway line is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) Formation work and bridgeworks are in advanced stages of progress. Contracts for track linking work have also been awarded.

(c) The project is targeted for completion during 2006-07.

Development of Civil Aviation Infrastructure

1339. SHRI ADHIR CHOWDHURY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has formulated any action plan for the development of Civil Aviation infrastructure for providing all facilities to the air passengers in each State;

(b) if so, the details in this regard;

(c) whether the private companies have been invited and negotiated for air traffic management to link up air travel from State to State under any arrangement and control; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Development of Civil Aviation infrastructure at airports is a continuous process and is taken up by Airports Authority of India (AAI) in phased manner depending upon traffic demand, availability of land etc. Action is also taken to provide essential passenger facilities and amenities in the terminal building at all operational airports. To meet the growing requirement of passengers various measures

have been taken by AAI, details of which are as under: Construction of new terminal buildings has been started/ is planned at Gaya, Agatti, Vishakhapatnam, Dibrugarh, Varanasi, Udaipur, Khajuraho, Surat, Porbandar, Amritsar, Ahmedabad, Kangra, Pathankot, Madurai, Trichy, Mangalore, Jaipur, Dehradun, Mysore, Cooch Behar, Aurangabad, Jaisalmer, Trivandrum, Shillong, Chandigarh and Jorhat. Expansion and modification of terminal buildings alongwith other facilities has also been started/ is planned at Calicut, Srinagar, Bangalore, Bhopal, Ranchi, Pune, Lucknow, Guwahati, Nagpur, Hyderabad, Coimbatore, Raipur, Jorhat, Jammu and Bhubaneswar.

(c) and (d) As per AAI Act, the power to provide air traffic management and air traffic services at all civil airports in India has been vested with AAI as the designated authority. Therefore, there is no proposal to involve private companies in such matter.

Upgradation of Jaguar Aircraft

1340. SHRI K.S. RAO: Will the Minister of DEFENCE be pleased to state:

(a) whether the Hindustan Aeronautics Limited (HAL) manufacturing Jaguar Aircraft in the country has made some changes/modifications in its hydraulic and fuel supply system;

(b) if so, the details thereof;

(c) whether Jaguar aircraft upgraded recently by the HAL have been returned by the Indian Air Force;

(d) if so, the reasons therefor; and

(e) the action taken to ensure the use of quality standard of components and material in upgradation of Jaguar aircraft?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (RAO INDERJIT SINGH): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

(e) Quality standard of components and materials used in upgradation of Jaguar aircraft conform to aeronautical design specifications. The Directorate General

of Aeronautical Quality Assurance oversees the quality of products and processes of manufacture.

FDI in TV Channels

1341. SHRI BACHI SINGH RAWAT "BACHDA": Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government has permitted Foreign Direct Investment (FDI) in Television (T.V.) channels;

(b) if so, the details thereof alongwith the extent of FDI permissible; and

(c) the procedure and criteria being followed by the Government before permitting FDI?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) Yes, Sir. FDI is permitted in TV channels uplinked from India.

(b) As per Guidelines for Uplinking from India issued on 2.12.2005, Foreign Equity holding including FDI/FII/NRI investments should not exceed 26% of the Paid Up equity of the applicant company desirous of uplinking a news & current affairs TV channel. However, the entity making portfolio investment in the form of FII/NRIs deposits shall not be "persons acting in concert" with FDI investors, as defined in Securities and Exchange Board of India (Substantial Acquisition of Shares and Takeovers) Regulations, 1997. The Company, permitted to uplink the channel shall certify the continued compliance of this requirement through its Company Secretary, at the end of each financial year. However, there is no equity restriction on the companies applying for permission to uplink non-News and Current Affairs TV channels.

(c) Foreign Investment Promotion Board (FIPB) Unit of Ministry of Finance is the nodal agency of Government of India for permitting FDI in companies within sectoral limits. For broadcasting companies, FIPB seeks comments from Ministry of Information & Broadcasting apart from comments of other Ministries/Departments concerned, before permitting FDI in these companies Final approval is granted by FIPB.

Condition of Rare Objects in Salar Jung Museum

1342. DR. M. JAGANNATH: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether some rare objects of historical importance in the Salar Jung Museum, Hyderabad are in bad condition;

(b) if so, whether there is an urgent need to allocate more funds to the Museum for its upkeep; and

(c) If so, the steps taken or proposed to be taken by the Government to release more funds for the better management and preservation of the objects in the museum?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) No, Sir.

(b) and (c) Sufficient funds have been allocated for the purpose of preservation of art objects. There is a well-trained and qualified unit in the Museum to undertake preservation of art objects, which is a regular activity.

[Translation]

Raising of Additional Battalions of Territorial Army

1343. SHRI ALOK KUMAR MEHTA:
DR. K. DHANARAJU:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government propose to raise additional battalions of Territorial Army and National Cadet Corps (NCC);

(b) if so, the details thereof; and

(c) the estimated additional expenditure to be incurred by the Government thereon?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (c) The raising of additional Battalions of Territorial Army (TA) and National Cadet Corps (NCC) is a dynamic and continuous process based on operational requirements for TA and demands of educational institutions for the NCC. The expenditure for raising each unit depends upon the type of unit to be raised, its manpower strength and the type of equipment proposed.

The Government, vide its order dated 30.9.2005, has approved raising of additional four Infantry Battalions of TA (Home & Hearth), within six months, at an estimated expenditure of Rs. 143.35 crore (initial cost plus recurring

cost) in the first year and Rs. 68.57 crore (recurring cost) from the second year onwards, in embodied state, as per following details:

Jammu & Kashmir	1 Battalion
Nagaland	1 Battalion
Manipur	1 Battalion
Assam & Tripura	1 Battalion

Security at Airports

1344. SHRI GANESH SINGH:
KUNWAR MANVENDRA SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether, keeping in view the increased threat perception, security at the airports has been reviewed in the recent past;

(b) if so, the details thereof; and

(c) the steps proposed to be taken for strengthening the security arrangements at the airports in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) At all airports in the country, adequate security arrangements are in force according to the guidelines of Annexure 17 of International Civil Aviation Organisation (ICAO) and India's National Civil Aviation Security Programme. As a part of ongoing process there is regular monitoring of security arrangements at all operational civil airports through inspections and dummy checks.

(c) To further strengthen security arrangements at all operational civil airports the Government has taken following steps:

- (i) Time bound deployment of Central Industrial Security Force (CISF) at all operational airports in the country.
- (ii) Deployment of Quick Reaction Teams at major airports.
- (iii) Introduction of Ladder point frisking whenever and wherever necessary.
- (iv) Deployment of Sky Marshals on all domestic scheduled flights on random basis.

(v) Installation of Closed Circuit Televisions (CCTVs) at important airports.

(vi) Strengthening of Training of security personnel.

[English]

Oil Drilling In Arabian Sea

1345. SHRI P.C. THOMAS: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether any survey for drilling of oil in Arabian Sea on the Kerala's Coast near Kodungalloor was conducted in 2004;

(b) if so, the details and outcome thereof alongwith the total quantity of oil and gas assessed in the area;

(c) whether the drilling of oil has been started in the said region;

(d) if so, the details thereof;

(e) whether any foreign help was taken for the drilling; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (d) Oil and Natural Gas Corporation Ltd. (ONGC) and private/Joint Ventures Companies have carried out 15250 line kilometer of 2 D Seismic and 2065 Sq Km of 3D Seismic in exploration blocks in the Kerala-Konkan offshore area. ONGC has drilled one exploratory well in Kerala-Konkan offshore area which proved to be devoid of hydrocarbons.

(e) and (f) ONGC deployed a charter-hired drill ship, Belford Dolphin of U.K, in Kerala-Konkan offshore in 2004.

Technical Fault in T-90 Tanks

1346. SHRI KISHANBHAI V. PATEL: Will the Minister of DEFENCE be pleased to state:

(a) whether any technical fault occurred in T-90 tanks as reported in the "Dainik Jagaran" dated January 5, 2006;

(b) if so, the details in this regard;

(c) whether the Government has taken up the matter with the Russian authorities for rectification of these fault;

(d) if so, the details thereof; and

(e) the time by which these technical fault will be rectified?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) and (b) No major defects have been noticed in T-90 Tanks and these are performing to the desired level since its induction into the Indian Army in early 2002. However, few failures which occurred in the initial lot of Thermal Imaging Systems were rectified by the manufacturer.

(c) to (e) During recent Intra-Governmental meeting between Russia and India, details of all defects in the tank have been brought to the notice of the Russian side and they have assured us of prompt action.

Modernisation of Railway Stations

1347. PROF. M. RAMADASS: Will the Minister of RAILWAYS be pleased to state:

(a) the present status of modernisation of Pondicherry and Mahe Railway Stations; and

(b) the time by which the modernisation work of these stations is likely to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Only Pondicherry station has been taken up for improvement and upgradation as model station. Mahe is an 'E' category station and minimum essential amenities as per norms are available at this station.

(b) The target for completion of the work of upgradation of Pondicherry station is June, 2006.

New Railway Terminus in Kolkata

1348. SHRI AJOY CHAKRABORTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether a new railway terminus in Kolkata has been inaugurated recently;

(b) if so, whether adequate infrastructure facilities have not been provided at this terminus; and

(c) if so, the steps taken by the Railways to provide adequate infrastructure facilities at this terminus?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. Chitpur terminus Phase-I has been inaugurated by Hon'ble Minister of Railways on 30.01.2006.

(b) and (c) Adequate infrastructure facilities like 3 nos. of platforms with 24 coach capacity, washable apron, train watering arrangements etc. have been provided. Three nos. of Passengers Reservation Systems (PRS) counters, booking counters, enquiry, Foot Over Bridge, subway connecting platform nos. 1, 2 & 3, circulating area, bus stand, taxi stand etc. have also been provided.

Benami Allotment of Petrol Pumps and LPG Agencies

1349. SHRI V.K. THUMMAR:

SHRIMATI SANGEETA KUMARI SINGH DEO:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has received any complaints regarding benami allotment of petrol pumps and LPG agencies actually earmarked for reserved categories;

(b) if so, the details of such complaints received during each of the last three years, State-wise;

(c) the action taken against the persons found guilty, State-wise; and

(d) the measures taken by the Government to stop such benami allotment of petrol pumps/LPG agencies allotted against the reserved categories?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) During the last three years, i.e., 2002-03, 2003-04 and 2004-05, the public sector oil marketing companies (OMCs), viz., Indian Oil Corporation Limited (IOC), Hindustan Petroleum Corporation Limited (HPC), Bharat Petroleum Corporation Limited (BPC) and IBP Co. Limited (IBP), had received 17 complaints regarding benami allotment / operation of retail outlet (RO) dealerships (petrol pumps) and 18 complaints regarding benami allotment/operation of LPG distributorships. Out of these, while complaints with regard to 14 cases of RO

dealerships and 8 cases of LPG distributorships could not be established after investigation, 3 complaints relating to RO dealerships and 10 complaints relating to LPG distributorships were established. All the cases which have been established, relate to IOC. Year-wise break-up is as follows:

Year	Number of complaints received	Number of complaints not established after investigation	Number of complaints established after investigation
RO dealership			
2002-03	1	0	1
2003-04	2	2	0
2004-05	14	12	2
LPG distributorships			
2002-03	7	4	3
2003-04	4	1	3
2004-05	7	3	4

In the case of RO dealerships in which 3 complaints have been established, while 2 dealerships (one each in the States of Jharkhand and Haryana) have been terminated, the process of termination in respect of the remaining dealership (in Uttar Pradesh) has been initiated.

In the case of LPG distributorships, while 7 distributorships (3 in Punjab, 2 in Uttar Pradesh and one each in Kerala and Tamil Nadu) have been terminated, in one case in the State of Tamil Nadu the process of termination has been initiated. Further, in one case in the State of West Bengal, while the distributorship has been suspended, further action is held up due to a litigation. In the remaining one case relating to the State of Punjab, in view of recommendation from the Petitions Committee, Rajya Sabha, in favour of the distributor, a warning letter was issued to the distributor.

(d). As per the mechanism followed by the OMCs, at the time of interview of the applicants, the documents furnished by them along with their applications are verified with reference to the original copies of the documents. Thereafter, on receipt of the merit panel of selected candidates, the oil company concerned conducts the field investigation in respect of the selected candidate. During

this investigation, the factual data given by the candidate in his application is again verified.

In addition, the oil company officers, while inspecting the retail outlets frequently, monitor whether the signatories to the dealership agreements are managing the dealerships personally. If any doubt arises, then bank documents, sales tax registration, income tax returns, retail selling licences and other relevant documents, etc. are checked to ensure that there is no benami operation. Whenever, any case of operation of retail outlet by persons not allotted the dealership is detected, the matter is investigated and if this is established, action is taken in line with the dealership/distributorship agreement.

[Translation]

Agreements Signed with Foreign Countries for Railway Projects

1350. SHRI KUNWAR MANVENDRA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether any agreements for execution/maintenance of Railway projects have been signed with foreign countries during the last two years; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Government has not signed any agreement for execution/maintenance of Railway projects with Foreign countries in the last two years.

(b) Does not arise.

[English]

Investments in Civil Aviation Sector

1351. SHRI ADHALRAO PATIL SHIVAJIRAO: Will the minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has reviewed the investment, both in public and private sectors made in the civil aviation sector during the Tenth Five Year Plan till date;

(b) if so, the details thereof;

(c) the funds actually required for execution of approved development plans and the resources mobilised so far;

(d) the details of incentive packages finalised/under consideration to attract the required private/foreign direct investment in this sector; and

(e) the details of major projects proposed to be taken/completed during next plan period in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The plan investments by various organisations in public sector under Ministry of Civil Aviation are reviewed from time to time such as during the course of finalisation of Annual Plans, Mid-term Appraisal of Tenth Plan, Half Yearly and Quarterly Performance reviews. Investments by private sector are not monitored by Ministry of Civil Aviation.

(c) The Tenth Plan approved outlay of Civil Aviation Sector is Rs. 12928.00 crores including budgetary support of Rs. 400.00 crores.

The actual expenditure incurred during the first three years of the Tenth Plan period is Rs. 4255.62 crores including budgetary support component of Rs. 109.00 crores. The anticipated expenditure for 2005-06 is Rs. 2350.95 crores including budgetary support of Rs. 370.85 crores.

(d) The limit for foreign direct investment in "Air Transport Services (Domestic Airlines)" through automatic route, has been increased from 40% to 49% *vide* Ministry of Civil Aviation Notification dated 10th November, 2004. However, no direct or indirect equity participation by foreign airlines is allowed.

(e) Major projects to be undertaken during 2006-07 are acquisition of aircraft by Air India Ltd., Indian Airlines Ltd. and Air India Charters' Ltd., construction of new International Terminal Complex at Trivandrum Airport, construction of new International Terminal Complex at Ahmedabad Airport, development of Visakhapatnam Airport, construction of Integrated Cargo Complex at Kolkata Airport, development and modernisation of Delhi and Mumbai Airports, establishment of greenfield airports at Bangalore and Hyderabad, modernisation of 35 tentatively selected non-metro airports to world class standards in phases, acquisition of 4 medium helicopters by Pawan Hans Helicopters Ltd., setting up of new Flying

Training Academy at Gondia (Maharashtra) and upgradation of Indira Gandhi Rashtriya Uran Akademi. Most of the projects are likely to continue in the next plan period.

Task Force on Petroleum Hubs

1352. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has set up a Task Force on petroleum hubs;

(b) if so, the details thereof;

(c) whether the said Task Force has submitted its report;

(d) if so, the details thereof; and

(e) the action taken so far thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (e) In view of India's export earnings of over Rs. 28,000 crore from petroleum products in 2004-05, Indian Oil Corporation Limited (IOC) was asked to prepare a detailed feasibility study on making India as an investment destination for refineries, in particular export-oriented refineries, aimed at promoting India as the refining hub of South Asia / South-East Asia. The study was carried out by IOC along with M/s. Shell Global Solutions International B.V. IOC has submitted the feasibility report. The report has been given to PSUs.

In view of the delicensing of the refinery sector since June, 1998, it is now for the Boards of Oil PSUs to take a decision on setting up of more Petroleum infrastructure, based on economic considerations.

[Translation]

Cargo Service from Indore Airport

1353. SHRI KRISHNA MURARI MOGHE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether international cargo service is being introduced from Indore Airport; and

(b) if so, the details thereof and the time by which it is likely to be introduced?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Information is being collected and will be laid on the Table of the House.

[English]

**Tourism Cooperation Pacts with
South East Asian Countries**

1354. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government has signed any tourism cooperation pacts with the South East Asian countries;

(b) if so, the details thereof; and

(c) the steps taken by the Government for its implementation?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) India has signed bilateral tourism cooperation Agreements/MoUs with Singapore, Indonesia, Cambodia, Vietnam, Thailand and Philippines in South East Asia.

(b) These pacts are broad-based agreements, which facilitate promotional activities and serve as instruments for marketing and promoting tourism for the signatories.

(c) Under the provisions of these agreements Joint Working Group Meetings are held from time to time for preparing a plan of action in identified areas for cooperation and implementation.

Setting up of ATMs in Trains

1355. SHRIMATI NIVEDITA MANE:
SHRI KIRTI VARDHAN SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any proposal to set up Automatic Teller Machines (ATMs) facility in train itself;

(b) if so, the details thereof alongwith the name of trains selected for the provision of such facility;

(c) the name of the banks which have shown interest in setting up ATMs in trains;

(d) the progress made in this regard so far; and

(e) the likely benefit to the Railways therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) to (e) Do not arise.

Increase in Pension

1356. SHRI CHANDRA BHUSHAN SINGH:
SHRI MILIND DEORA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has revised the pension of pre-1.1.1996 retirees of all ranks of personnel below officer ranks in armed forces;

(b) if so, the details thereof; and

(c) the expenditure likely to be incurred thereon?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU): (a) Yes, Sir.

(b) With effect from 1.1.2006, pension of pre-1.1.1996 retirees of all ranks of Personnel below officer rank (PBOR) in Army, Navy and Air Force would be revised with reference to the maximum of post-1.1.1996 pay-scales. In addition, the weightage of Sepoy, Naik and Havildar ranks for past as well as future retirees has been enhanced from 5 years to 10, 8 and 6 years respectively subject to a maximum qualifying service of 30 years. However, if any person is getting a qualifying service of more than 30 years with the existing weightage, he would continue getting that.

(c) The expenditure on this account is likely to be Rs. 460 crores per annum.

White Paper on Defence Deals

1357. SHRIMATI JYOTIRMOYEE SIKDAR: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to issue a white paper on the defence deals entered in the last five years; and

(b) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) No, Sir.

(b) Does not arise.

Grants to Prasar Bharati

1358. SHRI SURESH KURUP: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the total non-plan grants provided to Prasar Bharati during 2005-06; and

(b) the total loans and grants undertaken by the Prasar Bharati during 2005-06 for meeting the capital investment requirements?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYARANJAN DASMUNSI): (a) and (b) While the total non-Plan grants-in-aid, sanctioned by the Government of India to Prasar Bharati, during the financial year 2005-06 is Rs.943 crore, under the Plan grants-in-aid, a sum of Rs. 212 crore has been sanctioned besides a loan of Rs.178 crore for meeting Plan capital expenditure during the said year (figures provisional).

Generation of Employment Opportunities in Railways

1359. SHRI DHARMENDRA PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have taken any initiatives to improve employment opportunity in the railway for the youths through direct and indirect means; and

(b) if so, the employment opportunities generated by the Railways during the last three years ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Direct employment opportunities in the Railways are created by opening new lines/sections, stations, passenger reservation system, opening of new production units and facilities for maintenance of rolling stock infrastructure, etc. Addition of infrastructure as above also results in creation of indirect employment opportunities by way of purchase of material, equipment, machinery and plant from outside agencies, and dependencies of persons for providing variegated type of services to the public in general.

(b) Combined data with regard to generation of direct and indirect employment is not centrally maintained. Number of Direct employment through Railway Recruitment Board during the period April 2002 to March 2005 has been more than 16300.

Capturing Fuel Business by Oil Mafia

1360. SHRI UDAY SINGH: Will the Minister of PETROLEUM OF NATURAL GAS be pleased to state:

(a) whether the Government is aware that oil mafia's has virtually captured fuel business in many States;

(b) if so, the facts and details in this regard;

(c) whether the mafia's are having links with the officials of the oil companies and selling adulterated fuel openly; and

(d) if so, the steps taken by the Government to check such illegal business?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) The possibility of adulteration of petrol/diesel by some unscrupulous elements cannot be ruled out due to huge price difference between petrol/diesel and various adulterants available in the market and the easy miscibility of these products with petrol/diesel. As regards the possibilities of oil mafia operating in different States, the primary responsibility for dealing with such law and order issue vests, under the Constitution, with the State Governments.

(c) and (d) The Public Sector Oil Marketing Companies (OMCs) have reported that they have no established case of involvement of their officers in adulteration cases. However, there are provisions under the Conduct Rules as also the Marketing Discipline Guidelines (MDG), 2005 to take action against officers found involved in irregularities/malpractices, including adulteration. The action taken by the Government/Public Sector Oil Marketing Companies (OMCs) in containing the menace of adulteration in petrol/diesel include the following:

(i) Under the Control Orders issued by the Government to prevent fuel adulteration, under the Essential Commodities Act, 1955, State Governments are empowered to take action against those indulging in adulteration.

Government have taken up this matter with all the State Governments/Union Territory Administrations to step up inspections/surprise checks to ensure that adulteration-related activities are minimized and to exercise vigil/conduct inspections at various private firms, factories, processing units, etc., under their jurisdictions so as to identify the perpetrators of adulteration and take stringent action against them within the available legal framework.

- (ii) OMCs undertake regular and surprise inspections of Retail Outlets and also take action under Marketing Discipline Guidelines (MDG) and Dealership Agreements against those indulging in adulteration and malpractices. MDG provide for penalty of termination of dealership in cases of adulteration being established.
- (iii) As advised by the Government, Oil Marketing Companies (OMCs) have created a separate wing to report to a Director other than Director (Marketing), which will oversee and monitor all activities and operations to curb adulteration and specify norms and guidelines in this regard.
- (iv) Keeping in view the misuse/diversion of SKO for adulteration, the import of SKO by private parties has been canalized through OMCs.
- (v) OMCs have introduced new tamper proof tank-truck locking systems to prevent *en route* adulteration by transporters.
- (vi) Information Technology (IT) solutions like monitoring movement of tank trucks through Global Positioning System (GPS) and monitoring level of fuel tanks in Retail Outlets through retail automation are being introduced.
- (vii) Branding of Retail Outlets and third party certification of Retail Outlets have been initiated by the OMCs.
- (viii) Effective 2nd October 2005, Government launched the Jan Kerosene Parityojana as a pilot project in 413 blocks Covering 23 States and one Union Territory for a period of six months with a view to strengthening and streamlining the infrastructure for kerosene distribution and involving the Gram Sabhas and Gram Panchayats and State Panchayati Raj Institutions in the supervision of PDS kerosene distribution, so as to ensure that entitled beneficiaries actually

receive their entitlement and diversion to adulteration and black-marketing is capped, reversed and eventually eliminated.

Measures to check adulteration are kept under continuous review of the Government.

Health Tourism

1361. SHRI BALASHOWRY VALLABHANENI: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the health tourism is gaining importance in India; and

(b) if so, the concrete measures taken/being taken by the Government to exploit this potential in a large way?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI) (a) Yes, Sir.

(b) The measures taken by the Government to exploit this potential are as follows:

- (i) A Task Force, headed by Secretary (Health) with Senior Officials of Ministry of Health and Family Welfare, Ministry of Tourism and experts in the medical field has been constituted to assess the opportunities and to recommend action to be taken by the Government and private industry for promoting India as a health destination.
- (ii) The Sub-Committees on accreditation and price banding constituted by Ministry of Tourism have submitted their reports with the accreditation norms and price banding worked out for identified hospitals and identified specialized medical services.
- (iii) Indian Healthcare Federation, a Non-Governmental Organisation affiliated to the Confederation of Indian Industry, on advice by Government, has prepared a guide on select Indian hospitals of the country, which could be used for health tourism purposes.
- (iv) A new category of 'Medical Visa' has been introduced, which can be given for specific purpose to foreign tourist coming to India for medical treatment.
- (v) Guidelines for accreditation of Ayurvedic and Panchkarma Centres have been finalized and issued for implementation.

(vi) It has been decided to prepare and print brochure, CDs and other publicity material to promote Medical and health tourism.

(vii) Medical and health tourism has been specifically promoted at various international platforms such as World Travel Mart, London.

[Translation]

Air Service from Jodhpur Airport

1362. SHRI JASWANT SINGH BISHNOI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the funds sanctioned/spent for upgradation of Jodhpur Airport;

(b) whether the Boeing Aeroplane civil air services have been started from the Jodhpur Airport;

(c) if so, the details thereof;

(d) if not, the reasons therefor; and

(e) the time by which the said air services are likely to be started?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The funds sanctioned for upgradation of Jodhpur airport during 2005-06 was Rs. 329.45 lakhs and the amount spent till 31st January, 2006 was Rs. 64.35 lakhs.

(b) Yes, Sir.

(c) to (e) Alliance Air is operating two flights daily with Boeing 737 type of aircraft on Jaipur-Jodhpur-Udaipur-Jaipur sector in the existing Winter and proposed Summer schedule 2006.

Godian and Baramati Airports

1363. PROF. MAHADEORAO SHIWANKAR:
SHRI SHISHUPAL PATLE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the construction work on airports at Godian and Baramati in Maharashtra have been started;

(b) if so, the details thereof; and

(c) if not, the time by which the construction work on these airports is likely to be started?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) and (c) Recently, State Government of Maharashtra has handed over Gondia airport to Airports Authority of India (AAI). Thereafter, AAI has initiated steps for upgradation and development of Gondia airport and accorded sanction of Rs. 49.83 crores in view of the proposed National Flying Training Institute that is to come up there in near future. The expected date of commencement of physical development of the work for Gondia airport is April, 2006 and the expected date of completion of the work is September, 2007.

The development work at Baramati airport is subject to firm commitment of scheduled operation by airlines and formal handing over of the airport by the State Government to AAI.

[English]

National Tourism Promotion Board

1364. SHRI KARUNAKARA REDDY: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government has taken any decision to set up a National Tourism Promotion Board;

(b) if so, the details thereof;

(c) the time by which it is likely to be set up; and

(d) if not, the reasons for delay and the time by which final decision is expected to be taken in the matter?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) No, Sir.

(b) and (c) Do not arise.

(d) Tourism is an amalgam of various activities like accommodation, food & beverages, entertainment services, transportation (railways, roadways, civil aviation, waterways), taxes, etc. which fall within the jurisdiction of different Ministries or State Governments. As such, pros & cons of setting up of a National Tourism Board *vis-à-vis* the existing system, need detailed examination.

Permission to LCAs to Operate Flights

1365. SHRI RAYAPATI SAMBASIVA RAO:
SHRI TUKARAM GANPATRAO RENGE PATIL:
SHRI BIR SINGH MAHATO:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of low cost carriers (LCAs) operate their domestic/international flights in/from India;

(b) whether the Government proposes to give permission some more LCAs to fly from India;

(c) if so, the details thereof; and

(d) the time by which permission is likely to be accorded to these airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The Government issues the scheduled operation permit in the category of passenger and cargo. There is no concept of issuing any permit in the name of Low Cost Airlines. However, it is commercial judgement of the airlines to fix the tariff and related concessions as per their economic viability and market conditions.

(b) to (d) Does not arise.

Gauge Conversion Projects in Tamil Nadu

1366. SHRI S.K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of delay in execution of some of the gauge conversion and doubling projects pertaining to Tamil Nadu;

(b) if so, the reasons therefor;

(c) whether any financial assistance from the World Bank has been sought to expedite the pending projects;

(d) if so, the details thereof; and

(e) the time by which the pending projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Projects are being progressed as per the availability of funds, their

operational priority and other feasibilities/constraints. At times these works are affected due to delayed supply of materials, slow progress by contractors, heavy monsoon rains, etc.

(c) No, Sir.

(d) Does not arise.

(e) Gauge conversion of Thanjavur-Tiruvavur (54 kms), Kumbakonam-Mayiladuturai (32 kms) & Vridhachalam-Attur (83 kms) and doubling of Korukkupet-Ennore (12 kms) sections are targeted for completion by 31.3.2006. During 2006-07, gauge conversion of Mayiladuturai-Villupuram (122 kms), Attur-Salem (56 kms), Tirunelveli-Tiruchendur (61 kms), Tiruvavur-Nagore (30 kms) & Pudukottai-Karaikudi (37 kms) sections are planned for completion.

Target date for completion of work on the balance sections is not yet fixed.

Construction of Overbridges in Jharkhand and Bihar

1367. SHRI HEMMAL MURMU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any proposals for the construction of overbridges at various rivers and at level crossings of Jharkhand and Bihar;

(b) if so, the details thereof;

(c) the action taken by the Railways thereon; and

(d) the locations where these bridges are proposed to be constructed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU):

(a) to (d) Proposals for over/under bridges across railway tracks in lieu of busy level crossings on cost sharing basis only are received from State Governments duly fulfilling certain prerequisites under extant rules. All such feasible proposals have been considered and included in the Works Programme for 2006-07 presented to Parliament There are already 47 and 19 Road Over/Under Bridge works sanctioned in States of Bihar and Jharkhand respectively up to 2005-06 which are at various stages of planning and execution.

No firm proposal has been received from Government of Jharkhand for inclusion in Works Programme 2006-07, details of four proposals received from Government of

Bihar for inclusion in Works Programme 2006-07 are given below:

1. ROB in lieu of Level Crossing No. 59 at km. 343/3-4 between Kopasamhota-Daudpur stations.
2. ROB in lieu of Level Crossing No. 53 at Km. 2/ 8-9 between Chhapra-Gautam Asthan Stations.
3. ROB in lieu of Level Crossing No. 69 at Km. 356/3-6 between Ekma-Chainwa Stations.
4. ROB in lieu of Level Crossing No. 102 at Km. 403/11-12 between Ziradei - Mairwa Stations.

Electrification of Railway Track

1368. SHRI RAGHUVeer SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) the current policy of the Railways regarding electrification of railway tracks;

(b) the details of the proposals for electrification of railway tracks recommended by the Government of Rajasthan during 2004-05 and 2005-06;

(c) whether electrification of Kota-Baran-Chhabra-Guna-Bina projects has been examined;

(d) if so, the final decision taken thereon after evaluation of the project report; and

(e) if so, the present status thereof indicating the time limit fixed for completion of the project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Electrification projects are considered primarily on economic considerations excepting projects justified as operational necessity. The criterion/guidelines being followed in this regard are as under:

(i) Each electrification project will be justified on Rate of Return, which should exceed 14% with the Discounted Cash Flow (DCF) method.

(ii) In certain specific cases, electrification will be justified on considerations of operational flexibility.

(iii) While proposing electrification of a route, the rail network in the region in totality should be considered to include, if necessary, short route lengths, which would otherwise remain non-electrified and reduce operational flexibility.

(b) Only three electrification proposals i.e. Kota-Baran-Chhabra-Bina, Jaipur-Sawal Madhopur & Ratlam-Neemuch-Chhitorgarh have been recommended by Government, of Rajasthan during 2004-05 and 2005-06.

(c) Yes, Sir.

(d) and (e) Bina-Kota electrification project has been included in Rail Budget 2006-07 at a cost of Rs. 175.72 crore after evaluation. The project is targeted for completion by March, 2009.

Financial Position of Oil PSUs

1369. SHRI PRALHAD JOSHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the profit/loss position of the public sector oil companies during each of the last three years;

(b) whether the Government is considering to pass the benefits of profits to consumers by reducing the price of petrol and LPG; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The profit after tax (PAT) of major Public Sector Oil Companies for the financial years 2002-03, 2003-04, 2004-05 & 2005-06 (April-December, 2005) are as under:

(Rs. in Crore)

Company	2002-03	2003-04	2004-05	2005-06 (Apr.-Dec., 2005)
ONGC	10,529	8,664	12,983	11,345
IOCL	6,115	7,005	4,891	890
BPCL	1,250	1,694	966	(-), 1,659
HPCL	1,537	1,904	1,277	(-), 1,608
GAIL	1,639	1,896	1,954	1,901
OIL	917	950	1,062	1,355
IBP	88	215	59	(-), 521

(b) and (c) The Public Sector Oil Marketing Companies registered net losses during Oct-December 2005, mainly due to higher under-recoveries on account of sale of Petrol, diesel, kerosene (PDS) and LPG (domestic) consequent to non-revision of retail selling prices in line with international oil prices.

In order to formulate a long-term pricing policy, the Government had constituted an Inter-ministerial Committee under the Chairmanship of Dr. C. Rangarajan, Chairman, Economic Advisory Council to the Prime Minister to examine different aspects of pricing and taxation of petroleum products. The Committee submitted its report on 17.02.2006, which, is being examined by the Government.

Poor Condition of Roads along China

1370. SHRI N. JANARDHANA REDDY: Will the Minister of DEFENCE be pleased to state:

(a) whether roads along the China Border in Arunachal Pradesh and Uttaranchal are in a dismal condition;

(b) if so, the reasons for the poor condition of roads in those areas;

(c) whether the Ministry of External Affairs has drawn the attention of Ministry of Defence particularly to this aspect of vital importance; and

(d) if so, the steps taken by the Ministry of Defence in this regard?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (d) Construction of roads except National Highways is the responsibility of the concerned State Government. However, Border Roads Organisation (BRO) constructs and maintains roads of operational importance, entrusted to them. The roads entrusted to BRO along the China Border both in Uttaranchal and Arunachal Pradesh are being maintained adequately. Importance of infrastructure, mainly related to road construction along the China border is constantly reviewed on a periodical basis in consultation with the Ministry of External Affairs and operational requirements are addressed.

Airports in Kerala

1371. SHRI C.K. CHANDRAPPAN:
SHRI P. RAJENDRAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government of Kerala has handed over the required 57 acres of land at Chakka to the Airports Authority of India for the development of Trivandrum International Airport;

(b) if so, the facts thereof;

(c) whether the Government of Kerala has furnished all the required details of Kannur Airport to the Union Government;

(d) if so, the details thereof; and

(e) the further action taken/proposed to be taken by the Union Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The Government of Kerala has handed over 27.57 acres of land for the construction of Phase-I development of Trivandrum Airport.

(c) to (e) The matter is under examination by Airports Authority of India.

Monitoring of TV Channels

1372. SHRI ASADUDDIN OWAISI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government has appointed a committee under the Chairmanship of Information and Technology Secretary for suggesting ways for monitoring television channels;

(b) if so, whether the committee has submitted its recommendations to the Government;

(c) if so, the main recommendations made by the committee; and

(d) the follow up action taken by the Government thereon?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYARANJAN DASMUNSI): (a) No, Sir. Government has not set up such committee for suggesting ways for monitoring of TV channels. However, Government has set up a committee under Chairmanship of Secretary, Information & Broadcasting for reviewing the Programme and Advertising Code prescribed under the Cable Television Networks (Regulation) Act, 1995 and Guidelines for Film Certification prescribed under the Cinematograph Act, 1952.

(b) No, Sir.

(c) and (d) Do not arise.

Construction of Residential Houses

1373. SHRI KAILASH NATH SINGH YADAV:
SHRI ASHOK KUMAR RAWAT:

Will the Minister of DEFENCE be pleased to state:

(a) whether the residential housing units of airforce officers/staff at Car Nicobar were damaged by Tsunami waves;

(b) if so, whether the Government has constructed the residential housing units at Car Nicobar;

(c) if so, the details thereof;

(d) if not, the reasons therefor alongwith the time by which these housing units are likely to be constructed;

(e) whether tribals of these areas have been asked to provide land for constructing houses for airforce officers/staff;

(f) if so, whether any agreement has been reached with the tribals in this regard; and

(g) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) Yes, Sir.

(b) and (c) Ready made prefabricated structures have been installed as a temporary measure for the Air Force personnel. Construction of permanent infrastructure for families will be undertaken when land is made available.

(d) to (g) Post Tsunami, the coastline has shifted and the area on which the erstwhile Married Accommodation of the Air Force was constructed has been inundated. The matter relating to allotment of land has been taken up with Andaman and Nicobar (A&N) Administration. The A&N Administration has approached the Tribal Council to make available the required land. As soon as the land is made available, the houses will be constructed.

Encroachment of Railway Land in Orissa

1374. SHRI ANANTA NAYAK: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the railway land encroached by private individuals in various railway stations in Orissa; and

(b) the steps taken to get the railway land evicted from the encroachers ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Approximately 28 hectare of Railway land falling in the State of Orissa is encroached by private individuals.

(b) Railways are engaged in a continuous exercise to free their land of encroachments as per the provisions of Public Premises (Eviction of Unauthorised Occupants) Act, 1971, and the Railways Act, 1989.

Flights from Hyderabad for Haj Pilgrims

1375. SHRI KINJARAPU YERRANNAIDU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware that a large number of persons from Andhra Pradesh visit Saudi Arabia every year for Haj festivals;

(b) if so, whether any proposal to operate flights from Hyderabad for Haj Pilgrims;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) and (c) Haj operations are carried out jointly by Air India, Indian Airlines and Saudi Arabian Airlines. During Haj 2006, the operation of Haj flights from Hyderabad, Andhra Pradesh was entrusted to Saudi Arabian Airlines. 23 flights were operated in each Phase. 6245 pilgrims (i.e. 6194 adults, 11 children and 40 infants) were carried in Phase-I and 5661 pilgrims (5610 adults, 9 children and 42 infants) returned in Phase-II.

(d) Does not arise.

[*Translation*]

Incidents of Theft of Goods

1376. SHRI GANESH SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a spurt in the incidents of theft of goods at the time of loading and unloading of goods by the railway guards during the last three years;

(b) if so, the number of incidents reported during the said period, zone-wise;

(c) the number of persons found involved in the said incidents; and

(d) the action taken against the persons found guilty?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) to (d) Do not arise.

[*English*]

Tracks for Electrification

1377. SHRI JASHUBHAI DHANABHAI BARAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have identified some tracks for electrification during the Eleventh Five Year Plan;

(b) if so, the details of the tracks identified for electrification;

(c) the expenditure to be incurred by the Railways on such electrification under the said Plan; and

(d) the annual saving likely to be made by Railways after such electrification?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. Indian Railways have identified routes for electrification of about 3100 Route kilometres to be taken up in the Eleventh Five Year Plan. The details of the routes are as under:

S.No.	Name of route	Railway	RKM
1	2	3	4
1.	Pune-Wadi-Guntakal	South Central & Central	641
2.	Nandalur-Guntakal	South Central	222
3.	Karepalii-Bhadrachalam-Monuguru	South Central	88
4.	Lingampalli-Wadi	South Central	161
5.	Bina-Kota	West Central	303
6.	Mughalsarai-Utratia	Northern	288
7.	Zafarabad-Unchahar	Northern	167
8.	Zafarabad-Akbarpur-Tanda	Northern	100
9.	Jalandhar-Jammu Tawi-J Baramulla	Northern	568

1	2	3	4
10.	Villupuram-Tiruchchirappalli	Southern	178
11.	Daitari-Keonjhar-Banspani	East Coast	171
12.	Haridaspur-Paradeep	East Coast	85
13.	Andal-Pandaveswar	Eastern	23
14.	Indore-Ujjain & Dewas-Maksi	Western	115
TOTAL			3110

(c) The estimated expenditure is about Rs. 1850 crore.

(d) The savings will become known only when the projects are finally appraised at the time of sanction.

Investment Limit for OVL

1378. SHRI KISHANBHAI V. PATEL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the hurdles being faced by ONGC Videsh Ltd. (OVL) in the existing investment limit;

(b) whether the Government has received any request from OVL to increase the investment limit;

(c) if so, the details in this regard; and

(d) the decision taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Presently the Board of Directors of OVL is empowered to take decision on investments of Rs. 300 crores or US\$ 75 million whichever is less, beyond which investment proposals are required to be recommended by the Empowered Committee of Secretaries for obtaining the approval of the Government. This fast track mechanism has helped OVL in acquiring number of overseas E&P assets within the required response time.

(b) No, Sir. No formal proposal has been received from OVL by the Government in this regard.

(c) and (d) Do not arise in view of (b) above.

Petroleum Regulatory Board

1379. SHRI IQBAL AHMED SARADGI:
SHRIMATI JAYABEN B. THAKKAR:
SHRI HARIN PATHAK:
SHRI RASHEED MASOOD:
DR. VALLABHBHAI KATHIRIA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the present status of the proposed Petroleum and Natural Gas Regulatory Board;

(b) whether some State Governments have proposed to the Union Government to introduce two tier regulatory system so that the intra-state and local distribution gas pipelines could be dealt with at the State level; and

(c) if so, the reaction of the Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Government is proposing to set up a Petroleum and Natural Gas Regulatory Board (PNGRB) under a Statute to regulate the refining, processing, storage, transportation, distribution, marketing and sale of petroleum, petroleum products and natural gas excluding production of crude oil and natural gas, to protect the interests of consumers and entities engaged in specified activities relating to petroleum, petroleum products and natural gas and to ensure uninterrupted and adequate supply of petroleum, petroleum products and natural gas in all parts of the country and to promote competitive

markets, and for matters connected therewith or incidental thereto. The PNGRB Bill, 2005 has been introduced in Rajya Sabha on 21.12.2005.

(b) Yes, Sir.

(c) Natural gas is a Union subject and the Government of India has the exclusive jurisdiction to legislate on issues relating to this subject. The proposed Bill contains provisions dealing with gas transmission pipelines and city gas distribution networks. There is no proposal under the consideration of the Government to have a two-tier regulatory system.

Railway Goods Service to Bangladesh

1380. SHRI AJAY CHAKRABORTY:

SHRI DHANUSKODI R. ATHTITHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether railway goods service to Bangladesh through the Petrapole Border is in operation;

(b) if so, the number of goods trains pass through this border on a monthly basis:

(c) whether the Railways have initiated any dialogue with the Bangladesh authorities for starting a passenger train service on this route;

(d) if so, the details thereof; and

(e) the time by which it is likely to start?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) Seven goods trains are interchanged every month.

(c) No, Sir.

(d) and (e) Do not arise.

Competition with International Airlines

1381. SHRI ADHALRAO PATIL SHIVAJIRAO:

SHRI SAJJAN KUMAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the average number of passengers and the average quantum of luggage brought through international flights by the Indian Airlines in the country annually;

(b) the approximate revenue earned by it therefrom;

(c) whether the Indian Airlines is facing a lot of difficulties in competing with other International Airlines;

(d) if so, the details thereof; and

(e) the measures taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The number of passengers and freight carried to India by Indian Airlines on its international flights during the years 2003-04 and 2004-05 and the approximate traffic revenue earned is as under:

Year	No. of Pax (in tonnes)	Freight Carried earned	Revenue (Rs. crore)
2003-04	7,92,933	6,897	1633
2004-05	8,31,238	7,265	1662

(c) No, Sir.

(d) and (e) Do not arise.

Revision in Central List of OBC

1382. SHRI BRAJA KISHORE TRIPATHY:

SHRI RUPCHAND MURMU:

SHRI PRABODH PANDA:

SHRI HANSRAJ G. AHIR

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Union Government has recently revised the Central List of Other Backward Classes (OBCs) for certain States/Union Territories;

(b) if so, the details thereof, State/Union Territory-wise alongwith criteria adopted in this regard;

(c) the names of new castes which have been included in the revised list, State/Union Territory-wise;

(d) whether the castes included in the revised list have been recommended by the respective State Governments; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (c) Yes, Sir. The Central Government has issued notification for inclusion of castes/communities in the Central List of OBCs for the States/UTs of Andhra Pradesh, Bihar, NCT of Delhi, Goa,

Gujarat, Karnataka, Maharashtra, Orissa, Pondicherry and Uttar Pradesh. These inclusions have been made on the basis of advices tendered by the National Commissions for Backward Classes (NCBC), a statutory body constituted for this purpose. The names of new castes/communities included in the Central List of OBCs, State/Union Territory-wise, is given in the enclosed statement.

(d) and (e) Except for the UT Administration of Pondicherry, no recommendation for inclusion of castes/communities in the Central List of OBCs were received from the State Governments/UT Administrations.

Statement

Revision in central list of OBC

S.No.	Name of State/UT	Name of the caste/community/sub-caste/synonym recommended by NCBC for inclusion in the Central List of OBCs
1.	Andhra Pradesh	Sikligar, Siddula
2.	Bihar	Bakho (Muslim), Thakurai (Muslim), Kurmi
3.	NCT of Delhi	Rai-Sikh (Mahtam)
4.	Goa	Bhandari Naik
5.	Gujarat	Jagri, Khavas, Sagar, Dhangar,
6.	Karnataka	Aryakshatriya, Sarige, Hindu Sadaru
7.	Maharashtra	Twashita Kasar, Kansar, Kurmi, Yellam/Yelam
8.	Orissa	Asini Patara/Aswini, Ashwini Patara Rangini Hansi, Kapala Velama, Kapulu Elama, Koppala Elama, Kappula Elama, Kupala Velama, Kapala Elama, Kapala Elaga, Koppala Velama, Tamuli
9.	Pondicherry	Melakarar Kammalar (Kamsali, Viswav-Brahman and Viswa Karma, Kauruvaw) Kosavans Kulalar Kummari Pandithar (Anpattan, Pronopakari and Nasivan) Elhura Thiyyas Vanniakula Kshatriya including Vanniar or Vanniyar Gounder, Kondar or Vannia Gounder and Vannikandar (other than Vella Gounder belonging to Vanni Vanniyakula Kshatriya Caste)
10.	Uttar Pradesh	Barai Chaurasia Kurmi-Sainthwar/Kurmi-Mall Unai Sahu

*[Translation]***International Air Service from Indore Airport**

1383. SHRI KRISHNA MURARI MOGHE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to connect the Indore Airport with international air service;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) (a) to (c) At present, Indore is not yet declared as international airport, therefore, it cannot be granted as point of call to any foreign airlines. So far as Indian Schedule Carriers are concerned, they are free to mount international service from any point in India to foreign destinations. However, actual operations by any airline is always guided by its commercial judgment, depending upon market potential, viability, suitability of the airport to handle aircraft type and availability of operators/cabin crew.

*[English]***Incidents of Tyre Bursting on Runways**

1384. SHRI ADHIR CHOWDHURY:
SHRI NIKHIL KUMAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of incidents of bursting of tyres of aeroplane on the runway of airports occurred during the last six months;

(b) whether the airports in the country are not equipped to deal with such a situation;

(c) if so, the reasons in this regard; and

(d) the steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) During the last six months there were 8 incidents of bursting of tyres of aeroplanes on the runways of airports.

(b) and (c) When such situation arises, the Airports Authority of India extends full co-operation to the concerned airlines in co-ordination with other related agencies. However, the primary responsibility vests with the concerned airlines.

(d) Directorate General of Civil Aviation have reiterated their instructions to all scheduled airlines to have necessary tow up and wheel change facilities at all airports of operations either by positioning own equipments/tools or by pooling with other airlines.

Loss due to Strike

1385. SHRIMATI JYOTIRMOYEE SIKDAR:
SHRI SANAT KUMAR MANDAL:
SHRI BALASAHEB VIKHE PATIL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has made any assessment about the loss suffered by the various airlines due to recent strike by the staff of Airports Authority of India; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) (a) No, Sir. The Government has not made any assessment about the loss suffered by the various airlines due to recent strike by the staff of Airports Authority of India.

(b) Does not arise.

National Heritage Sites Commission

1386. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government has decided to set up a National Heritage Sites Commission;

(b) if so, the details thereof; and

(c) the time by which it is likely to be set up ?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Yes, Sir. The Ministry of Culture proposes to constitute a National Heritage Sites Commission. Since the present legal and

institutional framework is inadequate to address the documentation, inventurisation and conservation of built heritage in its broadest outlines. The Commission would lay down broad policy guidelines and take steps to ensure that such guidelines are observed.

The composition and mandate of the proposed Heritage Sites Commission is being worked out. It is expected that the commission would:

- tender advice to the Government on heritage matters.
- frame guidelines in the matter of conservation of heritage monuments and sites.
- can study or cause to study in important matters regarding conservation of heritage and submit reports to the Government.
- suggest appropriate amendments to the existing heritage legislations, with specific terms of references for stocktaking and studying the present heritage laws and regulations, the practices followed in the leading European countries and suggest the ways of setting up a Heritage Site.

(c) The Commission could be set up after the enactment of an appropriate legislation, on which work is ongoing.

Shifting of Loco Sheds

1387. SHRI HEMMAL MURMU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Loco sheds of the Railways particularly in Eastern Railway have been shifted to other Divisions;

(b) if so, the details thereof and the reasons therefor;

(c) whether a large number of running staff/mechanical staff have been rendered surplus due to shifting of these loco sheds; and

(d) the steps being taken by the Railways to utilize the surplus staff of these loco sheds?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. However, due

to creation of additional new Railway Zones, the administrative control of some of the sheds has been transferred from one Railway to another. But, there is no physical shifting of any shed.

(b) to (d) Do not arise.

Railway Line between Trichur and Kollengode

1388. SHRI C.K. CHANDRAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey of the proposed railway line between Trichur and Kollengode in Palghat-Pollachi line has been completed;

(b) if not, the reasons therefor;

(c) the progress made and the amount spent so far; and

(d) the steps taken to complete the survey of this line expeditiously?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) The survey for new line from Trichur to Kollengode has been taken up. Engineering field survey has been completed and the survey is targeted for completion by 31.3.2006. An amount of Rs.0.50 lakh has been incurred on this survey.

Implementation of Disability Act in Railways

1389. SHRI RAVI PRAKASH VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995 is being implemented by the Railways;

(b) if not, the reasons therefor;

(c) whether any responsibility has been fixed for non-implementation of Disability Act in Railways;

(d) if not, the reasons therefor; and

(e) the steps taken by the Government to implement Disability Act in the Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) to (d) Do not arise.

(e) The Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995 provides for Reservation of posts for disabled, Non discrimination in transport, on the road, and in the built environment to be provided for by the Appropriate Governments/Establishment within the limits of their economic capacity and development.

Railways have been conducting special recruitment exercises for disabled persons.

To ensure non-discrimination in transport and built environment, approximately 1200 coaches with disabled friendly layout are in service. Further, facilities like (i) standard ramp for barrier free entry, (ii) earmarked parking lots for vehicles used by disabled persons, (iii) non-slippery walkway, (iv) adaptable toilets, (v) water taps suitable for needs of handicapped persons, and (vi) "May I Help You" Booth for physically disabled persons have been provided for in all 'A' category stations. In long term action plan, Railways are considering provision of (i) facility of Inter-Platform transfer by providing ramps on Foot Over Bridge/Subway, (ii) Engraving on Edges of Platforms.

Decline in Domestic Exploration

1390. SHRI ANAND RAO VITHOBA ADSUL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether new trend among public sector oil companies of entering into diversification and buying overseas properties leads to decline in domestic exploration;

(b) if so, whether there is any proposal to frame guidelines for PSUs to concentrate on domestic exploration; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) During X Five year Plan period (2002-07), Oil and Natural Gas Corporation Ltd. (ONGC) and Oil India Ltd. are likely to achieve X-Plan target of 2D Seismic, 3D Seismic survey and exploratory Drilling. The details of exploratory inputs likely to be expended during X-plan are as under:

	X-Plan Target	X-plan likely Achieved
2D Seismic (GLK)	53429	70594
3D Seismic (Sq Km.)	40779	97533
Exploratory Drilling (Wells)	683	717

Overseas activities of ONGC are looked after by its subsidiary, ONGC Videsh Limited and in Oil India Limited, it is looked after by a separate Group engaged in Overseas Business Development.

(c) No proposal is in hand with Ministry of Petroleum and Natural Gas to frame guidelines for PSUs to concentrate on domestic exploration.

[Translation]

Construction of Integrated Warehouse Complexes

1391. SHRI KAILASH NATH SINGH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) the total revenue earned by the Railways from freight transportation during 2004-05 and 2005-06;

(b) whether the Railways propose to formulate a scheme to simplify the procedure of freight transportation in order to meet the losses of railways as reported in "Rashtriya Sahara" dated January 16, 2006;

(c) if so, whether locations have been identified for construction of integrated warehouses complex to implement the scheme.

(d) if so, the details thereof; and

(e) the time by which these warehouse complexes are likely to be constructed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Revenue Earned from freight transportation during 2004-05 and 2005-06 (upto Jan.,06 Approximate) are as under:

	(Rs. in crore)
2004-05	30788.40
2005-06 (upto Jan. 06)	29250.94

(b) to (e) Yes, Sir. With a view to develop state-of-the-art integrated rail-side warehousing complexes at 22 locations Indian Railways (IR) and Central Warehousing Corporation (CWC) have entered into a Memorandum of Understanding (MoU) and 22 locations as identified for development of such warehousing complexes are appended below:

Nishatpura (Bhopal), Shakurbasti (Delhi), Sanathnagar (Hyderabad), Gaziabad, Reza (Shahjahanpur), Alamnagar (Lucknow), Itarsi (Bhopal), Saswad Road (Pune), Nasik Road, Badnera (Amravati), Manmad, Kandla, Yamuna Bridge (Agra), Naini (Allahabad), Sambalpur, Mancheswar (Bhubaneswar), Hatia (Ranchi), Kudalnagar (Madurai), Malda, Dankuni (Kolkata), Burdwan and Kalamboli.

CWC along with the concerned zonal railway, has already started survey and other necessary work on the project. However, since the work is to be completed by CWC, no timeframe can be laid down for the same.

[English]

Upgradation of ATC System

1392. SHRI KINJARAPU YERRANNAIDU:
SHRI CHANDRAKANT KHAIRE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has taken any steps to overhaul the Air Traffic Control (ATC) system to remove congestion at the airports thereby minimizing the waiting period for landing at the airports;

(b) if so, the details thereof;

(c) the details of the airports where such an exercise is being undertaken; and

(d) the time-frame in covering all airports in the country for this type of overhaul?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Upgradation of Air Traffic Control (ATC) system in order to reduce congestion at airports is a continuous process which is taken up by Airports Authority of India (AAI) on the basis of operational requirements. Steps taken by AAI *inter-alia* include construction of new high speed exit taxiways at Delhi and Mumbai, parallel taxi

track at Delhi so as to reduce runway occupancy time and additional parking stands at Delhi, Mumbai, Kolkata and Chennai, procedures for simultaneous use of both runways at Delhi, cross runway operation at Mumbai, implementation of Dedicated Clearance Delivery Position and ban on general aviation aircraft at Delhi and Mumbai during peak period and improved ATC procedures.

(c) A project for networking of radars has been approved so as to bring down the number of area control centres and ensure more effective and better control over air traffic.

In order to augment the capacity of airspace to handle more number of flights, Reduced Vertical Separation Minima (RVSM) has been introduced in India. Various ATC systems planned by AAI include Flight Data Processing System (FDPS) at Hyderabad & Mangalore, Voice Communication & Control System (VCCS) at Cochin, Mangalore and Calicut, new Instrument Landing System (ILS) at Silchar, Lilabari, Gaya & Kolkata, upgradation/replacement of ILS on requirement basis, installation/ replacement of Distance Measuring Equipment (DME) at 40 airports, etc.

(d) These projects are scheduled to be completed during 2007-08.

Offering of Blocks for Exploration under NELP-VI

1393. SHRI UDAY SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has decided to impose strict technical and bid evaluation criteria in the sixth round of NELP-VI;

(b) if so, the details in this regard;

(c) the number of blocks to be offered for exploration under NELP-VI;

(d) whether the indigenous production of petroleum products still remain static inspite of announcement of NELP-VI; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Government has modified the bid evaluation criteria to evaluate the technical capability of

the bidders for considering the technical capability of the operator only. Weightage for technical capability has been increased as compared to the earlier rounds. The salient features for qualifying criteria are as under:

- The designated operator in a block would be required to obtain a non-zero score in the technical capability parameters on an aggregate basis.
- The bidders would be required to confirm commitment to the mandatory work programme given against the block.
- Bidder must submit a certificate from the company's statutory auditor(s) stating that the company has a networth equal to or more than its minimum work programme commitment for Exploration Phase-I.

(c) A total of 55 blocks have been offered for exploration under NELP-VI round of bidding. Out of these blocks, 24 are in deepwater, 6 in shallow water & 25 in onland areas.

(d) and (e) The exploration period for any block is 7-8 years. The quantum of oil and gas produced depends on discoveries in the exploration blocks which will help to increase production/replenish the decline in present production levels. Some very significant discoveries have already been made in some of these blocks.

Certification for Airports

1394. SHRI IQBAL AHMED SARADGI:
SHRI M.P. VEERENDRA KUMAR:
SHRI E.G. SUGAVANAM:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of airport in the country;

(b) whether most of the airports do not meet the standards set up by International Civil Aviation Organisation (ICAO);

(c) if so, the reasons therefor and the details of the airports which meet the standards prescribed by ICAO;

(d) whether the Government has decided to make it mandatory for all airports in the country to get themselves certified on international standards;

(e) if so, the details thereof; and

(f) the steps being taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) There are 454 airports / airstrips in the country. Of these, 97 are owned by Airports Authority of India (AAI), 158 are owned by various State Governments, 138 are owned by Ministry of Defence and 61 are private airports / airstrips.

(b) No, Sir. Most of the operational airports owned by AAI meet the standards set up by International Civil Aviation Organisation (ICAO). Steps are continuously taken to improve the standards at remaining airports of AAI.

(c) The reasons for some of the airports not meeting the ICAO standards can be attributed to non-availability of land adjoining the airport boundary, uncontrolled development around the airport and rapid growth of air traffic causing crowd at terminal building and car park area of various airports.

(d) to (f) Action has been initiated for compulsory licensing of all airports in India.

Air Services in West Bengal

1395. SHRI AJOY CHAKRABORTY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is considering any proposal for connecting all the far-flung district headquarters in West Bengal with the State capital Kolkata through air route;

(b) if so, the details thereof; and

(c) the time by which these are likely to be connected?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Government has laid down route dispersal guidelines with a view to achieve better regulation of air transport services taking into account the need for air transport services in different regions of the country. Airlines are free to provide air services to any place depending upon the traffic demand and commercial viability and subject to compliance of route dispersal guidelines.

New Opportunities in Entertainment Industry

1396. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government has set up a Committee to identify new opportunities in entertainment industry;

(b) if so, the details thereof;

(c) whether the said committee has submitted its report;

(d) if so, the details thereof; and

(e) the follow up action taken by the Government thereon?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) Yes, Sir.

(b) The Committee on Information, Communication and Entertainment (ICE) has been constituted in Prime Minister's Office to consider the following issues:

- o To respond to a specific representation given by the Film and Television Producers Guild of India Limited to the Prime Minister.
- o To identify new opportunities in the areas of Information, Communication and Entertainment where the State needs to play a pro-active role.

The Committee consists of the following members:

- Principal Secretary to the Prime Minister—Chairperson
- Member Secretary, Planning Commission
- Secretary, Ministry of Information and Broadcasting
- Secretary, Department of Telecommunications
- Secretary, Department of Information Technology
- Secretary, Department of Economic Affairs
- Secretary, Department of Commerce
- Media Advisor to the Prime Minister.

The Committee also consists of the following experts:

- Shri Shekhar Kapur
- Shri Kiran Kamik
- Shri Sashi Kumar
- Shri Ravi Vasudevan
- Shri Amit Khanna.

The Committee has met twice so far.

(c) The final report of the Committee has not been submitted as yet.

(d) and (e) Do not arise.

Development of Khajuraho Tourist Village

1397. SHRI KRISHNA MURARI MOGHE:
SHRI NIKHIL KUMAR:

Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Union Government has received any proposals from the Government of Madhya Pradesh for the development of Khajuraho tourist village under circuit development scheme, opening of tourist assistance centres, construction of water sports complex Benisagar Dam and Sulabh Complex facility in Khajuraho;

(b) the details thereof; and

(c) the action taken by the Union Government thereon?

THE MINISTER OF TOURISM AND CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) Yes, Sir. A project for integrated development of Gwalior-Orchha-khajuraho circuit has been sanctioned by the Ministry of Tourism for central financial assistance of Rs.461.09 lakh during 2005-06, which includes the following components:

Sl.No.	Name of the component	Estimated expenditure (Rs. in lakh)
1	2	3
1.	Development of Phool Bagh Area, Gwalior	221.28

1	2	3
2.	Upgradation of Tourist village, Khajuraho	74.03
3.	Facilitation centre at Khajuraho	67.42
4.	Watersports complex at Benisagar Dam, Khajuraho	29.76
5.	Sulabh Complex, Orchha	23.32
6.	Sulabh Complex, Khajuraho	23.32
	Total	439.13
7.	Add: 5% Architect fee	21.96
	Total cost of the project:	461.09

Production of Military Hardware

1398. SHRI ADHIR CHOWDHURY:
SHRI NIKHIL KUMAR:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has decided to encourage transfer of technology for production of military hardware from foreign countries to private sector in the country;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (RAO INDERJIT SINGH) (a) to (c) The Defence Industry sector is now open up to 100% for Indian private sector participation with Foreign Direct Investment permissible up to 26%, both subject to licensing.

Investment Plan of ONGC

1399. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Oil and Natural Gas Corporation (ONGC) has drawn up a mammoth Rs. 1,00,000 crore investment plan in India and abroad in the next five years;

(b) if so, the details of investment plan thereof;

(c) whether the ONGC has made any plan to divide entire investment plan into short, medium and long term sectors; and

(d) if so, the time by which this plan is likely to be prepared and it is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (d) ONGC have reported that a long term projection for the next five years, 2006-2011 being worked out by them envisages an estimated plan outlay of over 88,000 crores for the domestic and Rs. 24,000 crores for overseas E&P related activities.

The investment plan, as of now, is indicative only. The tentative activity-wise break-up of the indicative investment plan for the above five-year period, subject to being firmed up while formulating the annual budget, is as follows:

Activity	Total investment envisaged (Rs. Crores)
Domestic:	
Survey	10,636
Exploratory drilling	18,455
Development Drilling	16,952
Capital (Including schemes)	30,524
R & D	1,330
Production Sharing Contracts	4,244
Investment through	6,199
SPVs/Integration projects	
Total	88,340
Overseas activities through ONGC Videsh Limited	
Funding to OVL	24,200

[Translation]

False Advertisement

1400. SHRI HEMMAL MURMU: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the existing rules with regard to launching of a TV channel and publishing a newspaper in the country;

(b) whether certain obscene and false advertisements are being shown and published through newspapers and the electronic media; and

(c) if so, the concrete steps taken so far by the Government to check this trend?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYARANJAN DASMUNSI): (a) The launching (uplinking) of TV channels are governed by the 'Guidelines for Uplinking from India' The guidelines for uplinking has been issued on 2.12.2005.

Printing and publishing of newspapers and periodicals within India are governed by the Press and Registration of Books Act, 1867 and the Registration of Newspapers (Central) Rules, 1956.

(b) and (c) The Press in India is free from Government control and is in private hands. In pursuance of its policy to uphold the freedom of the Press, the Government does not interfere in its functioning. The Press Council of India (PCI) is a statutory autonomous body set up under the Press Council Act, 1978 with the twin object of preserving the freedom of the Press and of maintaining and improving the standards of newspapers and news agencies in India and to inculcate principles of self-regulation among the press. The Government follows a policy of non-interference in the functioning of the Council and it enjoys complete autonomy in its functioning. The Council, which is in the nature of a self-regulatory body of the Press, has built "Norms of Journalistic Conduct", which cover principles and ethics with regard to journalism as also guidelines on reporting the specific issues of public and national importance. The advisories issued by the Press Council of India, however, carry only moral force and are not enforceable in a Court of Law. Publishing of obscene and nude/ semi-nude photographs of women is an offence under section 3 of the Indecent Representation of Women (Prohibition) Act, 1986 which is administered by the Department of Women and Child Development, M/o Human Resource Development.

All the satellite television channels telecast programmes/advertisements through cable network service are required to adhere to the Programme Code and Advertising Code prescribed under the Cable Television

Networks (Regulation) Act, 1995 and rules framed thereunder. As per Rule 7(2)(vi) and (7) (5), no advertisement shall be permitted which in its depiction of women violates the constitutional guarantees to all citizens. In particular, no advertisement shall be permitted which project a derogatory image of women. Women must not be portrayed in a manner that emphasizes passive, submissive qualities and encourages them to play a subordinate, secondary role in the family and society. The cable operator shall ensure that the portrayal of the female form, in the programmes carried in his cable service, is tasteful and aesthetic and is within the well established norms of good taste and decency; no advertisement shall contain references which are likely to lead the public to infer that the product advertised or any of its ingredients has some special or miraculous or super-natural property or quality, which is difficult of being proved.

The Central Government has constituted an Inter-ministerial Committees under Section 20 of the Act to look into the violation of the Programme Code and Advertising Code. The Committee comprises officials from Ministry of Home Affairs, Ministry of External Affairs, Ministry of Defence, Ministry of Law, Department of Women & Child Development, Ministry of Health and representative of Advertising Standard Council (ASCI) and Ministry of I&B.

The Committee either *suo-moto*, or on receipt of complaint, examines cases of violation of the Code. Show cause notices are issued in the first instance to TV channels for telecasting objectionable programmes/ advertisements in violation of the codes and in suitable cases TV channels are directed not to telecast/ retelecast the programme, which are found to be in violation of the codes. This is an ongoing process. During 2005-06, 21 show cause notices have been issued to different TV channels for violations of the Programme and Advertising Codes.

[English]

Induction of Foreign Pilots

1401. SHRI RAVI PRAKASH VERMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has decided to liberalize the policies and allow airlines to induct foreigners to operate plane;

(b) if so, the details thereof;

(c) the steps taken by the Government to make screening process strict to ensure that safety of air passengers is not compromised;

(d) whether the Government has made mandatory for all expatriate pilots to clear a linguistic examination to test their spoken english; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) As per the existing guidelines, the approval to validate foreign licenses are given in accordance with the requirements laid down by the Directorate General of Civil Aviation as per the International Civil Aviation Organization's requirement.

(c) The foreign pilots are subjected to training & acclimatization with Indian rules and regulations. The knowledge of foreign pilots are examined by the Board in the Directorate General of Civil Aviation during Oral Test to check their knowledge on the Operation Manual of the company with respect to the type of aircraft and are tested along with the Indian rules and regulations to ensure safe operation of aircraft. After successfully clearing the test, the foreign validation is granted.

(d) and (e) The capability of the expatriate pilots to communicate in English is examined during the Oral Test to ensure that they can efficiently communicate with the Air Traffic Control during flight operation.

Selling of products

1402. SHRI PRABHUNATH SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that CSD Canteen, Sena Bhawan is selling Bombay Dyeing products like towels, bed-sheets etc. and is purchasing the products from other than the manufacturers;

(b) if so, details of terms and conditions including payment terms and the source from where the products are being procured;

(c) whether there is any proposal to procure these products from the institutional distributor in Delhi;

(d) if so, details thereof; and

(e) if not, reasons therefor?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) It is a fact that the Canteen Stores Department (CSD), Sena Bhawan is selling Bombay Dyeing products like towels, bed-sheets and other items. However, the products are being purchased from the respective CSD Depots, who source the same from the manufacturers or their authorized representatives only.

(b) to (e) Not applicable in view of answer at (a) above.

[Translation]

Railway Land Development Authority

1403. SHRI KAILASH NATH SINGH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Land Development Authority has been set up;

(b) if so, the details thereof; and

(c) if not, the time by which it is likely to be set-up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) No, Sir. However, Amendment to the Railways Act, 1989 connected with Rail Land Development Authority (RLDA) has been notified in the Gazette of India on 16.9.2005 after President's assent.

(c) Rules for setting up of RLDA are under finalisation. Authority will be set up thereafter,

[English]

Replacement of MiG Fighter Aircraft

1404. SHRI KISHANBHAI V. PATEL:

SHRI SUGRIB SINGH:

SHRI ARJUN SETHI:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to replace the entire fleet of MiG fighter aircraft in a phased manner;

(b) if so, the details thereof;

(c) whether any programme has been chalked out in this regard; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): (a) to (d) Replacement of ageing aircraft is an ongoing process. As various aircraft complete their technical life or otherwise lose their utility, they are phased out and new aircraft inducted. Programmes are drawn up and implemented from time to time for replacement of ageing aircraft. It would not be in the interest of national security to give further details of the programmes of phasing out and replacements.

Title Clearance to New Newspapers

1405. SHRI CHANDRAKANT KHAIRE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Registrar of Newspapers for India takes 45 to 60 days instead of prescribed 15 days for providing the 'title clearance' to the new newspapers;

(b) if so, the reasons therefor;

(c) the number of cases for waiting 'title clearance' pending at present; and

(d) the steps taken to clear the 'title clearance' cases within the prescribed time limit?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): (a) and (b) In the Press and Registration of Books Act, 1867 (The PRB Act, 1867), no specific time limit has been prescribed for title clearance. However, due to backlog, it takes about 45 days for title clearance. The backlog is due to huge increase in the number of applications received and acute shortage of manpower.

(c) and (d) As on 16.02.2006, about 2894 applications are pending for title clearance. Streamlining the Computer System for speedy disposal of title clearance has been taken up and staff members have been directed to put in extra hours to clear the backlog.

MR. DEPUTY SPEAKER: The House stands adjourned to meet again at 2 p.m.

11.04 hrs.

*The Lok Sabha then adjourned till
Fourteen of the Clock.*

14.03 hrs.

*The Lok Sabha re-assembled at three minutes past
Fourteen of the clock.*

[SHRI DEVENDRA PRASAD YADAV *in the Chair*]

[English]

SHRI RUPCHAND PAL (Hooghly): Sir, this House had passed a unanimous Resolution against the occupation of Iraq. The same Mr. Bush, who was involved in this occupation of Iraq, has come to India and this Government is signing one deal... (*Interruptions*)

SHRI BASU DEB ACHARIA (Bankura): Sir, please allow me to speak for a minute. When Iraq was attacked, this House had adopted a unanimous Resolution condemning the action on the part of the United States of America. We had deplored the attack and demanded that all the foreign forces should be withdrawn from Iraq. Today, Mr. George W. Bush. ...*

[Translation]

CHAIRMAN: This is irrelevant.

[English]

It should be deleted.

... (*Interruptions*)

SHRI BASU DEB ACHARIA : In Delhi, lakhs of people have gathered against his visit. ... (*Interruptions*)

MR. CHAIRMAN: Nothing will go on record.

(*Interruptions*)*

14.05 hrs.

PAPERS LAID ON THE TABLE

[English]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): On behalf of Shri Lalu Prasad, I beg to lay on the Table a copy of the Railways (Punitive Charges for Overloading of Wagon) Rules, 2005 (Hindi and English versions) published in Notification No. G.S.R. 743 (E) in Gazette of India dated the

*Not recorded.

23rd December. 2005 under section 199 of the Railways Act., 1989.

(Placed in Library. *See* No. LT 3720/06)

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): I beg to lay on the Table—

- (1) A copy of the Airports Authority of India (Lost Property) Amendment Regulations, 2005 (Hindi and English versions) published in Notification No. S.O. 1731 (E) in Gazette of India dated the 99th December. 2005, under section 43 of the Airports Authority of India Act. 1994, together with an explanatory note.

(Placed in Library. *See* No. LT 3721/06)

- (2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619 A of the Companies Act, 1956:—

- (i) Review by the Government of the working of the Air India Limited and its Subsidiaries, New Delhi, for the year 2004-2005.

- (ii) Annual Report of the Air India Limited and its Subsidiaries, New Delhi, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

(Placed in Library. *See* No. LT 3722/06)

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): I beg to lay on the Table—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619 A of the Companies Act, 1956:—

- (i) Review by the Government of the working of the Mumbai Railway Vikas Corporation Limited, Mumbai, for the year 2004-2005.

- (ii) Annual Report of the Mumbai Railway Vikas Corporation Limited, Mumbai, for the year

2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

(Placed in Library. *See* No. LT 3723/06)

14.05¹/₂ hrs.

MESSAGE FROM THE PRESIDENT

MR. CHAIRMAN: I have to inform the House that the hon. Speaker has received the following message dated the 27th February, 2006 from the hon. President:

"I have received the expression of thanks by the Members of the Lok Sabha for the Address which I delivered to both Houses of Parliament assembled together on 16 February, 2006."

14.06 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

Nineteenth Report

[*Translation*]

SHRI NIHAL CHAND (Sriganganagar): Sir, I beg to present the Nineteenth Report (Hindi and English versions) of the Committee on Private Members' Bills and Resolutions.

...(Interruptions)

14.06¹/₂ hrs.

STANDING COMMITTEE ON URBAN DEVELOPMENT

Thirteenth Report

[*English*]

MD. SALIM (Calcutta-North East): I beg to present the Thirteenth Report (Hindi and English versions) of the

Standing Committee on Urban Development (2005-2006) on Action Taken by the Government on the recommendations contained in the Ninth Report (14th Lok Sabha) on the subject 'Swarna Jayanti Shahari Rozgar Yojana'.

14.07 hrs.

STATEMENT BY MINISTER

Status of Implementation of recommendations contained in the 90th Report of Standing Committee on Transport, Tourism and Culture

*THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): Sir I am laying this statement on the status of implementation of recommendations contained in the 90th Report of the Parliamentary Standing Committee on Transport, Tourism and Culture on the 'development of airport sector with special emphasis on new modern airports in pursuance of the direction issued by the hon. Chairman. Rajya Sabha vide Parliamentary Bulletin-Part II, dated 24th September, 2004 under the provisions of Rule 266 of the Rules of Procedure and Conduct of Business in the Council of States.

The 90th Report on the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture was presented to the Rajya Sabha and laid in the Lok Sabha on 23.08.2005. The report contains 17 recommendations. These recommendations of the Committee have been examined carefully in the Ministry of Civil Aviation. The majority of the recommendations have been accepted by the government and action has already been taken/initiated. A Statement indicating the action taken/status of all the recommendations contained in the Standing Committee Report is annexed.

14.08 hrs.

MOTION RE: TWENTY-SECOND REPORT OF BUSINESS ADVISORY COMMITTEE

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING

*Laid on the Table and also placed in Library. See No. LT-3724/06

(SHRI PRIYARANJAN DASMUNSI): I beg to move:

"That this House do agree with the Twenty-second Report of the Business Advisory Committee presented to the House on the 1st March, 2006:

MR. CHAIRMAN: The question is:

"That this House do agree with the Twenty-second Report of the Business Advisory Committee presented to the House on the 1st March, 2006."

The motion was adopted.

14.08¹/₂ hrs.

DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 2005-2006

[English]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): On behalf of Shri Lalu Prasad, I beg to present a statement (Hindi and English versions) showing the Supplementary Demands for Grants in respect of Budget (Railways) for 2005-06.

(Placed in Library. See No. LT 3725/06)

14.08³/₄ hrs.

DEMANDS FOR EXCESS GRANTS (RAILWAYS), 2003-2004

[English]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): On behalf of Shri Lalu Prasad, I beg to present a statement (Hindi and English versions) showing the Demands for Excess Grants in respect of the Budget (Railways) for 2003-04.

(Placed in Library. See No. LT 3726/06)

... *(Interruptions)*

14.09 hrs.

MATTERS UNDER RULE 377*

[Translation]

MR. CHAIRMAN: Matters under Rule 377 are kept on the Table of the House.

*Treated as laid on the Table.

(i) Need to grant funds for development of tourism in Junagarh district, Gujarat.

SHRI JASHUBHAI DHANABHAI BARAD (Junagarh): Sir, the Junagarh district of Gujarat is a very important place from tourist point of view. There is famous ancient temple of 'Somnath' which is one of the four famous 'Dhams' of Hindus. There is also Gir mountain which is famous religious place of Hindus and Jains. There is Sasar Gir extension area associated with Kesari Singh of Asia Block in this district and a large area of this district is along the sea coast. There is a place called Deew along this sea coast. The place Deew houses a fort constructed during the regime of Britishers. A large number of domestic and foreign tourists visit this place to see the fort. A large number of domestic and foreign tourists and devotees throng this place owing to the great religious importance of this place.

So, I request the Minister of Tourism that the tourism industry should be given more impetus in this district in view of all these ancient and important places. Special attention should be paid to the basic necessities of tourists so that more and more number of tourists could be attracted and they face any inconvenience.

(ii) Need to appoint regular Managing Directors in SAIL units at Rourkela, Durgapur and Bokaro.

SHRI CHANDRA SHEKHAR DUBEY (Dhanbad): Sir, this is the first time in the history of SAIL that the functioning of three out of the four units of SAIL is going on by the officiating Managing Director. Only the Bhilai Steel Plant has a regular Managing Director who has also been given additional charge of Rourkela whereas the officiating Managing Director is looking after the Durgapur and Bokaro Steel Plants. The condition of SAIL is not very good owing to the recession in the mining industry and the profits are also likely to be half as compared to the last year. February and March are two important months for any institution. Absence of a regular Managing Director may affect the development of SAIL adversely. So, I request the Government to appoint regular Managing Directors in the said three plants immediately.

(iii) Need to grant Central University status to Andhra University

[English]

SHRI M. RAJA MOHAN REDDY (Narasaraopet): Andhra University, located at Vishakhapatnam, is one of

the oldest universities having a magnificent building and surroundings with sprawling campus in 500 acres of land. It has various departments and has international exposure in several disciplines.

Andhra University has many achievements to its credit since its inception in 1926. It has produced distinguished alumni from the fields of Science and Technology, Education, Judiciary, Administration, Politics and Social Work.

A request has been made by Andhra Pradesh to convert Andhra University into a Central University keeping in view its outstanding record and contribution in all disciplines of education in the last about 78 years. The university fulfills all the requisite requirements and conditions to be declared as a Central University.

The request is still pending with Government of India. I would request the Central Government to consider favourably this just and reasonable request at the earliest. I am sure that with the liberal Central aid and patronage, the Andhra University will prove to be a world-class University.

(iv) Need to take steps to stop demolition of houses in Delhi and bring a new Master Plan for the city

[Translation]

SHRIMATI KRISHNA TIRATH (Karol Bagh): Sir, we should immediately bring out a solution for the common man's problem in regard to demolition drive in Delhi since a common man builds up a house with his hard earned money and in the absence of employment opportunities in Urban areas he earns a livelihood by even running a small shop. Today, however, he is afraid of the demolition drive as he is being uprooted. I would request the Union Government that in order to obviate the fear of the masses it should frame some concrete laws and check the demolition drive and relieve the people by immediately bringing about the Delhi Master Plan.

(v) Need to provide financial assistance to the Government of Andhra Pradesh for providing basic amenities at SCs/STs hostels in Nizamabad and other parts of state.

[English]

SHRI MADHU GOUD YASKHI (Nizamabad): I draw the attention of Government on the pitiable and unhygienic

[Shri Madhu Gaud Yaskhi]

conditions of girls hostels meant for SCs/STs students in various parts of Andhra Pradesh.

Sir, in my Constituency Nizamabad 32 girls are accommodated in one room of the hostel and that too without any blankets and bed sheets. They sleep on the floor. Also there is no tube-light in rooms. Ironically Nizamabad is coldest and hottest place in A P. There are only 3 toilets for 162 girls, where the girls have to make a queue from 3 AM for natural calls. The food provided to these girls is not worth consumption. There is no medical facility for these students.

The condition of boys hostels is reportedly worst as compared to girls hostels.

Sir, I request the Union Government to take necessary action in the matter and provide sufficient funds to State Government for the provision of basic infrastructure and improvements in these hostels.

(vi) Need to increase the number of general compartments in all Express and Super-fast trains for the benefit of common man

SHRI M. SREE NIVASULU REDDY (Ongole): I would like to bring to the notice of this House about the most important matter that our Indian Railways should pay attention to and to take immediate action keeping in view the general passengers all over the nation.

The number of general compartments in-Express and Super-fast trains are not enough to meet the requirements of the traveling public. At present, only two bogies nearer to the engine and two bogies at the tail end of the train are being provided. These bogies are always over crowded, leaving little or no space even for standing. In particular, the elderly persons, women and children are facing the brunt of heavy rush in these bogies even for a short distance journey. During peak hours, the rush is higher and even able-bodied face difficulties and the passengers are pushed to the door steps. Slight jolt of train cost many lives. The unreserved passengers feel that they are not treated as human beings by Indian Railways.

I therefore, request the Government to take immediate action to increase the number of general bogies in all Express trains keeping in view the plight of the common man in these compartments.

(vii) Need to provide stoppage of Ashram Express at Beawar railway station, Rajasthan.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer): Sir, there is one Beawar town under my Parliamentary constituency, having a population of more than one lakh. It is industrially and commercially very important. Thousands of traders and entrepreneurs living here have to go to various big towns and cities in Southern India for trade and business. There is a rural area called Magra near Beawar where from each house at least three to four jawans get recruited in the Army. They also travel very frequently. It is regretted that the Superfast Ashram Express plying between Delhi-Ahmedabad does not halt at such an important railway station. Despite the repeated requests by the public representatives in the larger public interest several times, this train is not being given two minute stoppage at Beawar railway station on the pretext that it is not very distant from Ajmer. Whereas the stoppage of the train over here would be financially useful to the Railways. There is great discontentment among the residents of this industrial town with the non-stoppage of Ashram Express at Beawar district Ajmer, Rajasthan which may acquire the form of an intense agitation any time.

So, it is my humble request to the Union Government to provide two minute stoppage to the Superfast Ashram Express at Beawar city, district Ajmer on Delhi-Ahmedabad line in the birth place of revolutionaries and freedom fighters. It is extremely important in the large public interest.

(viii) Need to take firm steps to curb the activities of I.S.I. in Gujarat and other parts of the country

[English]

SHRI P.S. GADHAVI (Kutch): Recently in bomb blast at Ahmedabad Railway Station, it has been revealed in preliminary examination that substance used in this blast was RDX. It is very well known that RDX is not available in our country.

In Bombay blast the substance used was RDX and that had link with ISI, Pakistan.

ISI, Pakistan is helping terrorism in India. Gujarat is target of ISI. In Ahmedabad it is the ISI who has been funding the terrorist activities.

I, therefore, urge the Government of India to curb and control ISI activities firmly.

- (ix) **Need to grant clearance to 'Control of Organised Crime in Gujarat' Bill sent by the Government of Gujarat.**

[*Translation*]

SHRI RATILAL KALIDAS VARMA (Dhandhuka): Sir, the Control of (Organised Crime in Gujarat Bill was passed in the Gujarat Legislative Assembly in the year 2003 and sent to H.E. President for his consent by the then hon. Governor.

Since the Union Ministry of Home Affairs had recommended to repeal section 14 to 16 in the above mentioned Bill which was approved by the State Government. The Bill was passed by the State Legislative Assembly after amendment as per rules and sent for the assent of Hon. President in June 2004. This Bill is also on the lines of the one enforced by the State Government of Maharashtra which seeks to provide special powers to the State Police for checking the activities of organised criminals.

Gujarat, apart from being the coastal boundary state is also adjacent to Mumbai and the gangs chased out of Maharashtra have entered in Gujarat and became active here which has made the enforcement of the above said Bill mandatory with a view to check their activities.

I request that the above mentioned Bill may be accorded immediate approval in view of law and order and the safety of the citizens in the State.

- (x) **Need to grant relief to the farmers who had borrowed loans in Malegaon Parliamentary Constituency, Maharashtra with a view to check increasing incidents of suicides by farmers in the region.**

SHRI HARISHCHANDRA CHAVAN (Malegaon): Sir, the farmers under district Nasik tehsil Chandvad of my Lok Sabha Constituency Malegaon have committed suicide due to non payment of loan.

So, I would request the Government to take measures to check suicide by farmers.

- (xi) **Need for rehabilitation of migrant tribal labourers from Mehboobnagar, Andhra Pradesh engaged in signalling and telephone cable laying work of railways in Nasik district, Maharashtra.**

SHRI HARIBHAU RATHOD (Yavatmal): Sir, the Mehboobnagar district in Andhra Pradesh is a very backward area. Owing to absence of employment opportunities the labourers from this area migrate across the country. Approximately 10 lakh labourers migrate from here most of whom belong to the scheduled tribes. The labourers from Mehboobnagar spread across the country are known by the name of Palmuri.

Sir, there is no project in the country which would be complete without the Palmuri labour be it Bhakra Nangal or the Highways, the railway lines or buildings constructed by the Britishers.

Sir, today atrocities are being committed against these labourers. They are being treated as bonded labour even today. They are harassed. They do not get payment of their wages. Recently, labourers in Meghalaya were held captives.

Sir, in this very context the bonded, migrant and Scheduled tribes labourers of Palmuri tribe staged a dhama at Gateway of India on 26 January, 2006 and were even prepared to immolate themselves. The police saved them. However, 250 tribal labourers have not received justice as on date. They were constantly engaged for two years in signalling and telephone cable laying work of railways in Nasik district of Maharashtra. But the railways' contractors have not made payment to them as on date.

Sir, through you, I request that a case under the Scheduled Tribes Atrocity Act should be registered against the railways' contractors. It also falls under the purview of Bonded Labour System Act 1976. Sir, many laws are framed in the country, yet these are not effectively implemented. Palmuri labour is an example of it in the country. It is extremely necessary to rehabilitate them.

- (xii) **Need to grant 'Autonomous Body' status to the Stationery Department, Kolkata and release funds for its revival.**

SHRI SANTOSH GANGWAR (Bareilly): Sir, through you, I would like to draw the attention of the Hon. Minister

[Shri Santosh Gangwar]

of Urban Development towards the winding up of the Stationery Department, Kolkata and the future of the employees over there.

Sir, the decision to wind up this Department was taken by Late Shri Rajiv Gandhi Government in the year 1987, thereafter this order was revoked, however, it was not complied with.

Sir, through you I would like to tell the hon. Minister that the D.P. & A.R. Government of India conducted a study in this regard and this Department submitted its report in 1997 recommending to increase the GISO budget and to revive it in toto. Thereafter, on the basis of information given by the officers of the Ministry of Urban Development to the Expenditure Reform Commission, the latter in its report recommended to wind it up.

Sir, I would like to draw the attention of the Hon. Minister of Urban Development towards the letter No. O-17034/3/2004-R/UD and PA dated 16.9.2004 of the former Minister of Urban Development Shri Gulam Nabi Azad wherein it has been stated that the Committee of Secretaries is deliberating upon the suggestion of ERC and the proposal to increase the budget is under consideration.

Through you, I would like to request the hon. Minister to make adequate provisions of budget for this Department by taking immediate effective measures and to grant it autonomous body status so the future of this department and the employees working therein could be secured.

(xiii) Need to evolve new guidelines for providing 'Swatantrata Sainik Samman' pension to freedom fighters

[English]

SHRI P. MOHAN (Madurai): Of late rejection of claims for Swatantrata Sainik Samman pension for freedom fighters under one pretext or other by the Government of India is on the increase. Almost all of them are now in their twilight of their lives. Some of the octogenarians are in receipt of Swatantrata Sainik Samman pension of the states. Also, sizable section remains unaware of the scheme.

When the state pensioners apply for Swatantrata Sainik Samman pension of the Centre, their claims are invariably rejected under one pretext or other by the

Centre. Apex courts ruled that state pensioners are *ipso facto* eligible for Central pension. However, this remains as pipe dream. I understand that Indian States have their own different benchmarks for identifying freedom fighters. Similarly the Central Government is also following a different yardstick for determining such pensioners. These different approaches are not helpful to the freedom fighters in any way.

Apart from this there is another section of freedom fighters. Neither they are getting Swatantrata Sainik Samman pension of states nor the Centre. When they apply for Swatantrata Sainik Samman pension of the Central Government, their claims too are subjected to rejection on various counts, e.g., claim is incomplete, jail life fall short of six months, co-prisoners who have been issued certificates should necessarily belong to the same district, underground period without warrant is invalid, and so on and so forth.

Therefore, the Government of India should evolve new guidelines in such a way that all the real freedom fighters whose numbers would be around some hundreds throughout India are sanctioned with Swatantrata Sainik Samman pension.

(xiv) Need to follow-up action taken by Government on the JPC Report on Pesticide residues in beverages

SHRIMATI MINATI SEN (Jalpaiguri): I stand here to refer to the JPC report on pesticide residues in beverages as well as on its action taken report placed in this house in February 2004. It may be recalled that amongst its key recommendations was "Fixing stringent standards for carbonated beverages". The committee had observed. "It is prudent to seek complete freedom from pesticide residues in sweetened aerated water". The Ministry of Health & Family Welfare in its report said that, "The matter has been referred to the National Level Expert Group to guide the Pesticide Residues Sub-Committee of Central Committee of Food Standards for detailed examinations and recommendation." Again, the action taken report stated that, the Indian Council for Medical Research is preparing a research project for collection on of data of JPC emphasized for a vast database on pesticide residue. Two years have already passed but there is no further feedback on this issue. In the mean time there is report of suspension of 1.4 million dollar contract of Coca Cola with the Michigan University. The suspension follows a year long campaign by students and environmental groups

who have charged the Coca Cola Company with depleting the water table in India and discharging harmful sludge. In view of above, the Nation demands that the Government should come up open on the actions taken so far after February, 2004.

(xv) Need to address the grievances of Home Guards in Delhi.

[Translation]

SHRI RAMJI LAL SUMAN (Firozabad): The Delhi Home Guards were established in the year 1959 under Rule 9 on the lines of section 8 of the Bombay Act, 1947 under which thousands of Home Guards were recruited by the Government but their services were never regularised despite their repeated demands. Most unfortunate has been the fact that the Government during the year 1998 to 2001 relieved the Home Guards, who were serving in Delhi for 5 to 25 years and advertised for recruitment of fresh Home Guards in their place. Approximately 17 thousand Home Guards who spent the precious time of their lives serving as Home Guards were rendered jobless and could not join any other service due to overage. They were compelled to run from pillar to post and their condition grew so worse that they resorted to suicide.

These people have been staging dharna on Jantar Mantar for the last three months under the banner of Delhi Home Guard Welfare Association although the Lt. Governor of Delhi has constituted a Committee under the Chairmanship of Additional Home Secretary to solve their problems. It is difficult to say what are the outcomes of the Committee constituted on 6th December. I request the Government to provide an opportunity to these relieved Home Guards to serve so that they can spend the rest of their lives peacefully.

(xvi) Need to provide funds for development and beautification of Sankisa Buddhist Centre in Etawah Parliamentary Constituency, Uttar Pradesh.

SHRI RAGHURAJ SINGH SHAKYA (Etawah): Sir, while drawing the attention of the hon. Minister of Tourism, through the House, I would like to state that Sankisa, a site adjoining my Parliamentary Constituency, Etawah is a Buddhist pilgrimage centre, where lakhs of pilgrims from the country and abroad visit every year. Along with it, lakhs of foreign and domestic tourists visit this place on

the occasion of Buddha Purnima, but Sankisa is lacking basic facilities and till today no attention has been paid by the Ministry of Tourism towards it.

Therefore, through you, I would like to request the hon. Minister to provide special package for beautification of Sankisa and construction of guest house over there, so that it may help in the spread of Buddhism. He should also kindly give recognition to this place as an international tourist centre.

(xvii) Need to bear the full expenditure by the Central Government for construction of National Highway in Bihar.

SHRI RAGHUNATH JHA (Betiah): Sir, the length of the National Highways in Bihar is 3400 kilometers, out of which 890 kilometers of stretch has been sanctioned by the Union Government for making as four lane, but as per the conditions, the Union Government will contribute 40 per cent of its cost and rest of 60 per cent would be contributed by the investor. It is a well known fact that Bihar is a most backward and poor State, where no person their make this kind of investment is available. Therefore, I would like to request the Government to bear the full expenditure and get construction work completed. A total of 1700 kilometers of lane N.H. road is in Bihar, out of which 1100 kilometers are in a very poor state.

I would like to urge the Union Government to get these roads constructed with a plan as per the criterion set for the National Highway.

(xviii) Need to address the problems of L.I.C. agents in the country

[English]

SHRI PRASANNA ACHARYA (Sambalpur): The Life Insurance Corporation is the biggest organization in our country having the major share in the Life Insurance Sector. It has its network spread all over the country and even in foreign countries. It is a no denying fact that over 10 lack Life Insurance Agents are the backbone of the organization but for whose dedicated efforts the organization could not have turned into such a large size. The Life Insurance Agents Federation of India which is the only representative body of the LIC agents have put forth certain suggestions and demands before the management and the Hon'ble Finance Minister but so far

[Shri Prasanna Acharya]

no positive response has been made. The agency profession is a major unorthodox channel of employment for youth but during the period of over last few years LIC has terminated lakhs of agents and forfeited their commission running into crores. All these and other reasons have resulted in steady loss of LIC's market share in recent years. LIC is planning more and more overseas offices while inside the country their customer base is steadily declining and number of agents continuously shrinking.

The informal consultative forum meeting between the Agents and the Management which was started in the year 1973 in order to have continuous dialogue and feed back between the agents and the management has been discontinued for no valid reasons although four meetings in a year were to be held as per the understanding with the Agents' Federation. No such meeting has been conducted after 17th December, 2004. I would urge upon the Union Government and the Hon'ble Finance Minister to convene a tripartite meeting between the LIC and sort out all the problems of the agents which in the long run would help correct the anomalies found in the functioning, of the LIC and pave way for speedy and better growth of this largest Life Insurance Organisation.

(xix) Need to take up construction work of National Highway No. 60 between Kharagpur and Raniganj

SHRI PRABODH PANDA (Midnapore): National Highway - 60 from Kharagpur to Raniganj is in a bad condition. The Southern part of this NH-60 is a part of golden quadrilateral and hence that was under construction. But the rest part of it have been seriously damaged and in a dilapidated condition. Most of the bridges have been damaged. Due to that normal transport service has got disturbed and that is causing strong public resentment. There is an urgent need of having 2nd bridge on the river Kansai near Midnapore.

I urge upon the Union Government to take up the construction work of NH-60 from Kharagpur to Raniganj alongwith the concerned bridges immediately.

(xx) Need to formulate a policy for improving the condition of slums in the metropolitan cities.

[Translation]

SHRI RAMDAS ATHAWALE (Pandharpur): Sir, the number of slum dwellers is continuously increasing in the metropolitans including Mumbai. The only reason for it is

that whosoever comes to the city in search of employment, starts living over there for the sake of his job. Due to this reason, the problem of slums is continuously increasing. The problem of slums can be solved only if the employment opportunities are made available to the people at their native places only, and they are not required to migrate to cities in search of employment. In this regard, citing the example of Mumbai would be sufficient, which is having a population of 1.25 crore and a population of about 60 lakh of this city is living in slums and more or less the same situation is prevailing in other metropolitan cities.

Therefore, through this House, I would like to request the Government to formulate an effective policy for tackling the problem of slums in the metropolitan cities.

14.10 hrs.

SUBMISSION BY MEMBERS

Re: Visit of President of USA to India

[English]

MR. CHAIRMAN : Please take your seats.

[Translation]

Acharji, you are a senior member. Please take your seat.

...(Interruptions)

[English]

SHRI TARIT BARAN TOPDAR (Barrackpore): Sir, the Parliament is in Session. A very important discussion has just been completed between the hon. Prime Minister and the American President. Mr. George W Bush... (Interruptions) Before clarifying as to what discussion took place, before making a statement in this regard on behalf of the Government, no other items should be taken up... (Interruptions)

SHRI RUPCHAND PAL (Hooghly): Sir. the Members of this very House adopted a unanimous resolution demanding an unconditional withdrawal of the US and other allied Forces from Iraq... (Interruptions) More than two lakh Iraqis have been killed and important deals are being signed behind the scenes against the interest of the country.... (Interruptions) There are protests against this throughout the country. There has been a rally held in Delhi, which is unprecedented in history, against this visit of Mr. George W Bush. ... (Interruptions)

[Translation]

SHRI RAJIV RANJAN SINGH 'LALAN' (Begusarai): These people are fulfilling the formality of opposing it. They should withdraw support from the Government(*Interruptions*)

MR. CHAIRMAN: Lalanji, please take your seat.

[English]

Nothing, except what is being said by Shri Ramji Lal Suman will go on record

*...(*Interruptions*)

[Translation]

SHRI RAMJI LAL SUMAN (Firozabad): Mr. Chairman, Sir, the House had unanimously passed a 'Ninda Prastav' against US attack on Iraq. Lakhs of innocent people were killed there. The American President is visiting our country and the way he is being welcomed by even side stepping the protocol, a message is being sent across the country that the Government are working under pressure. This is a very serious issue. He is visiting our country. The country wants to know what is transpiring in the talks with him. What are the points of discussion, what are the issues being discussed(*Interruptions*). The country wants to know that what kind of talks are being held(*Interruptions*)

[English]

MR. CHAIRMAN: Please take your seats. Nothing except what is being said by Shri Priya Ranjan Dasmuni, will go on record.

...(*Interruptions*)*

[Translation]

SHRI BASU DEB ACHARIA (Bankura): First let me speak, then call him.(*Interruptions*)

MR. CHAIRMAN: Your views have been recorded.

[English]

SHRI BASU DEB ACHARIA: Sir, let me have my say(*Interruptions*)

*Not recorded.

[Translation]

MR. CHAIRMAN: Shri Raghunath Jha, Shri Prabodh Panda, Shri Ram Kripal Yadav and Shri Vijay Krishna also associate themselves with the views of Shri Suman(*Interruptions*)

SHRI BASU DEB ACHARIA: Sir, the House had unanimously passed the 'Ninda Prastav' against the US attack on Iraq(*Interruptions*)

[English]

MR. CHAIRMAN: Please take your seats.

Nothing, except what is being said by Shri Dasmuni, will go on record.

...(*Interruptions*)*

MR. CHAIRMAN: I have now called the hon. Minister of Parliamentary Affairs.

[Translation]

SHRI RAGHUNATH JHA (Betiah): The House had unanimously condemned the US attack on Iraq and at that time we had organised 'Lathi Rally' under the leadership of Shri Lalu in Bihar and had chanted the slogan 'Bharat Bachao, Bush Bhagao'. Today also we are firm on this and agree with the motions moved against such people.

SHRI ILYAS AZMI (Shahbad): Mr. Chairman, Sir, you have given an opportunity to Shri Jha to speak, give me also an opportunity to speak. Gandhi, Gautam, Chishti and Nanak have been born in this country, but today will be recorded as black day in the history because these people have ignored the unanimously passed resolution by the Parliament with regard to Iraq. America has established its hold in Afghanistan and Iraq* of the country of the world* He is being welcomed(*Interruptions*).*

MR. CHAIRMAN: Please take your seat. Your speech is over.

....(*Interruptions*)

SHRI ILYAS AZMI: I would like to say one more thing, you may refer to the history of the last 4000 years, the world's super power(*Interruptions*)

*Not recorded.

MR. CHAIRMAN: I am not allowing you.

SHRI ILYAS AZMI: World's biggest*

MR. CHAIRMAN: The hon. Member is saying inappropriate things by taking names, it will not become a part of the proceedings.

SHRI ILYAS AZMI: What consequences they may face for inviting..."

SHRI RAJIV RANJAN SINGH 'LALAN': Mr. Chairman, Sir, many hon. Members have expressed their views in the House with regard to Iran. I associate myself with them because India has succumbed to the US Government's pressure on the issue of Iran and has lowered the glorious history of the country. I would also like to inform many Members that when the House had unanimously passed the resolution on the issue of Iraq the then Government was in agreement with the House but the present Government is against the will of the House. Therefore, first of all support from this Government should be withdrawn and then one should express one's opinion.

SHRI KHARABELA SWAIN (Balasore): Sir, China attacked this country, Pakistan attacked this country. When the Prime Minister and President of China and Pakistan visited our country, nobody raised his voice against them. America is our friend, and whenever the President of that country visits here this kind of language is used. This is very shameful ...*(Interruptions)*. When support is given to the Government, then the same Government ...*(Interruptions)*. It is shameful. Invitation has been given to Pakistan ...*(Interruptions)*. The Government should give clarification. Why their allies behave in such a way with our friend country and use this kind of language?

[English]

DR. M. JAGANNATH (Nagar Kurnool): Sir, the way the Indian Government behaved today in according reception to the American President has degraded the pride of India. It was violated the protocol.... *(Interruptions)* way the agreement has been reached and the way the Americans behave is a direct infringement on the sovereignty of our country. ... *(Interruptions)* On behalf of the Telugu Desam Party, I condemn the attitude of the Government.

*Not recorded.

[Translation]

SHRI RATILAL KALIDAS VARMA (Dhandhuka): Mr. Chairman, Sir, the way these people are protesting against the President of a friendly country is not good. It sends a very wrong message. There are many ways to protest but the way these people are protesting is not appropriate. The kind of things being uttered are bad. It is our friend country. It has cooperated with us in many fields, therefore, 'these kind of things, should not be said. Protest should be done in a dignified manner. The way these people are protesting is not right. The President of a country is visiting our country, he is our guest and we should respect him as he is our guest ...*(Interruptions)*.

MR. CHAIRMAN: Vermaji, please sit down. Your speech is over.

SHRI RAM KRIPAL YADAV (Patna): Mr. Chairman, Sir, today the whole country is worried because of the American policies. Iran and Iraq are our friends and they have always stood by us. The entire country is aware of our party's stand with regard to these countries ...*(Interruptions)*

MR. CHAIRMAN: All right, it is over.

SHRI RAM KRIPAL YADAV: Sir, I have not concluded. Our party has always been against the American policies and we have openly protested against the American policies many times. Some years back, we had organised a big rally in this context, but at that time nobody supported us. Even today, we are bound by that policy and principle ...*(Interruptions)*

MR. CHAIRMAN: All right, Ram Kripalji, sit down. Your views been expressed by your party leader, Shri Raghunath Jha. It has been recorded. He has spoken about your party's policies. You may sit down.

...*(Interruptions)*

SHRI RAM KRIPAL YADAV: Mr. Chairman, Sir, our party has always been against the American policies and even today it stands by it and our countrymen shall never tolerate that a country like America should dominate over us ...*(Interruptions)*

MD. SALIM (Calcutta-North East): Mr. Chairman, Sir, our country does not agree with the American policies. Most of the people of our country are against the

American policies. I would clearly like to state today that great men like Shri Bhagat Singh and Shri Chandrasekhar Azad have sacrificed their lives for the country ...(*Interruptions*). This country belongs to everyone. It is not appropriate to discard the policy and tradition of the country in such a way ... (*Interruptions*).

MR. CHAIRMAN: This is a very sensitive matter. Please do not create divisions over it. Please take your seat. Now, the Minister of Parliamentary Affairs wants to speak. Please sit down, let him speak.

...(*Interruptions*)

MR. CHAIRMAN: Please maintain calm.

...(*Interruptions*)

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYARANJAN DASMUNSI): Now, give me also some time to speak ...(*Interruptions*)

[*English*]

Sir, on behalf of the Government. I very respectfully appreciate the concerns expressed by respected and distinguished leaders of various political parties. Ours is the largest democracy in the world. We reflect our minds and opinions through Parliament and through rallies, which is guaranteed by our sacred Constitution. We never disrespect any expression of the people and the political system of our country in any matter. We embrace, cherish and understand the values as has been expressed. ...(*Interruptions*) If you do not allow me, how can I say anything?

In the morning, when the House assembled some Members from the UPA as well as from the NDA, including the JD (U), had reacted and protested over this particular issue and the House was adjourned up to 2 p.m. Now it is time to take up business. On their return from the rally, hon. Members put forth mainly two points. If I have understood them correctly, the first point was that the hon. Prime Minister should have taken the House into confidence before signing or not signing any agreement. That is the basic spirit,

The second one was: "Why you invited someone against whom we passed a Resolution in the House during the Iraq crisis." Our UPA Government functions

with full transparency. When we invited the President of the United States of America to visit India, it was not a secret matter. It was very open. What for we invited? That has also been stated.... (*Interruptions*)

I have been in this House since 1971, if I remember correctly—you can see the record from the Parliamentary Book On 9th August, 1971, at a very critical moment of this sub-continent, the then Soviet Foreign Minister was in the Capital. Then, our foreign Minister Sardar Swaran Singh signed, around 1100 hours of the Clock, in the morning a Treaty called the Indo-Soviet Treaty. The House was in full Session. It was reported the very next day to the House and the debate took place in the next week.

Our Prime Minister is accountable. Our Government believes in full accountability to Parliament. He is engaged now with the dignitary. He said in the Press intervention one thing. If you have heard him, you would recollect it. He said: "Regarding the details, I cannot explain, Parliament is in Session. I am to talk to Parliament." Therefore., naturally, our Prime Minister shall again come to Parliament and tell what had happened. This House has every right to scan it, to introspect it, to support it, if necessary, to reject it and to censure it. We have not asked any party that nobody should talk on this issue. Our views are very clear.

Therefore, once again I reiterate that the UPA Government's principle, understanding, pragmatic understanding have not been compromised. In this country, whatever may be the situation, our diplomatic arrangement with any nation on any cooperation, our sovereignty, our national interest, our historical convictions laid down by Mahatma Gandhi and Pandit Jawaharlal Nehru onwards in our foreign policy have not been compromised an inch any day.

The situation has changed now in the whole world. In the changed situation, India must find the situation, as much as it can, to protect its national interest first and to face the reality. Yes, our Government did invite a guest to this country. The country's character is this that apart from political views, ideological views, when we invite a guest to discuss business of our country, we discuss. If the outcome of the discussion had harmed the interest of the country, not only the Parliament but also the people of India have every right to react in the manner they like.

[Shri Priyaranjan Dasmunsi] -

Therefore, my humble appeal is this. I would respectfully convey the concerns expressed by the hon. Members of this House to the hon. Prime Minister today itself so that he will find his time to come to the House and to explain again the whole issue. You have every right to demand a debate, a discussion or put any question you like at that appropriate stage. My humble submission to you is this.

Sir, one allegation has been made. I do not like to take the name of the hon. Member. The allegation is that we have some understanding with the BJP on this issue. I would like to say that the Indian National Congress is second to none to fight against imperialism and colonialism right from the days of Mahatma Gandhi. On this front, please do not question our *bona fide*.... (Interruptions)

SHRI RAJIV RANJAN SINGH 'LALAN' : What happened today?... (Interruptions)

SHRI PRIYARANJAN DASMUNSI: Shri Lalan Singh. I do not like to be educated myself by you what the Congress stands for. You may find it from your ally and the NDA... (Interruptions) It is not for me. I know what you did when you were in the coalition.....(Interruptions)

[Translation]

MR. CHAIRMAN: Please do not interrupt.

...(Interruptions)

[English]

MR. CHAIRMAN : Shri Lalan, please take your seat. He will not hear you. This is not fair. Please take your seat.

[Translation]

SHRI RAJIV RANJAN SINGH 'LALAN': History stands witness, but what has happened now. Now, they have compromised with the interest of the country.(Interruptions)

SHRI PRIYA RANJAN DASMUNSI: Our Government have not compromised the interests of our country with anyone, you have hatched the conspiracy, not us.(Interruptions)

[English]

MR. CHAIRMAN: Mr. Minister, please address the Chair.

SHRI PRIYA RANJAN DASMUNSI: I appeal to all the Members.....(Interruptions)

MR. CHAIRMAN: Shri Salim. Please take your seat.

... (Interruptions)

MR. CHAIRMAN: Prof. Rasa Singh Rawat, please take your seat.

...(Interruptions)

MR. CHAIRMAN: Nothing. will go on record except the version of the Parliamentary Affairs Minister.

...(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI : Sir, through you, I appeal to the hon. Members to listen to me. Very respectfully, I promised you that I would convey their sentiments to the hon. Prime Minister today itself. Now, I would appeal to them to allow us to transact the business today....(Interruptions)

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) Our party believes in the integrity and self-respect of our nation. We are with you only on the issue of nationality ... (Interruptions)

MR. CHAIRMAN : Your Member is speaking, please sit down....(Interruptions)

[English]

MR. CHAIRMAN: We will now take up the Railway Budget. Shri Nikhil Kumar Choudhary.... (Interruptions)

MR. CHAIRMAN: Please take your seat.

*Not recorded.

14.30 hrs.

**RAILWAY BUDGET—2006-2007—
GENERAL DISCUSSION
AND
DEMANDS FOR GRANTS ON ACCOUNT
(RAILWAYS)—2006-2007**

[Translation]

MR. CHAIRMAN: Hon. Members are requested that those who want to lay their speeches can lay it on the table.

SHRI RAGHUNATH JHA (Bettiah) : Sir, what happened to the issues under rule 377?

MR. CHAIRMAN : They have been laid on the table.

SHRI NIKHIL KUMAR CHOUDHARY (Katihar) : Sir, I rise to present my view on the Railway Budget. As the Minister of Railways in the 10th page of his budget speech declared that year 2006 is going to be the year of smiles. I offer my best wishes for the steps taken by the Minister of Railways and hope that those steps would be fulfilled but the Railway Minister has robbed us of our smiles. I would like that the facilities discontinued by him related to our areas like Katihar, Purniaya and Saharasa should be restored.

Sir, there was a Tata link train 8181 up and 8182 down for Jharkhand which has been discontinued now. Today there is no train passing through this area to Jharkhand. I demand that it should be restored. This was a profit making train, always having a long list of waitlisted passengers. Why has it been withdrawn? I request that it should be restored soon. Mahananda Express was a heritage train and its link train went to NGP. Now it runs upto Alipurduar only. I request that they should run Mahananda Exp. upto Alipur Dwar, but let its link remain till Katihar.

Sir, Hajebajare train runs towards Bengal but now its plight is such that passengers do not board the train from Barauni to Katihar. As such it generates zero revenue. I request that the Hajebajare train which was used by the people to commute to Calcutta for their daily work and after completing their work they returned to Katihar by it, should again be operated from Katihar as before.

Sir, the greatest irony is that when the late Smt. Indira Gandhi was the Prime Minister, she got the Capital Express train to run between Danapur and Katihar on the broad gauge railway line, but this train has been extended upto NGP and in this Budget it has been extended upto Guwahati while many trains run from Guwahati to other areas. This is not practical. These types of decisions will create hardships for the people belonging to that area.(*Interruptions*) So I request that 375 this train should be run between Danapur and NGP only. Otherwise the people of Katihar and Purniya and Arariya would have to face much difficulty.

MR. CHAIRMAN: You spoke yesterday also.

MR. NIKHIL KUMAR CHOUDHARY: Yesterday, I hardly started my speech, actually I hadn't spoken anything (*Interruptions*)

MR. CHAIRMAN: Your five minutes are over. You would not get more time. There are 34 Members remaining from your Party waiting for their chance to speak, so you please conclude quickly. You please lay your speech.

SHRI NIKHIL KUMAR CHOUDHARY: Sir, I will lay my remaining speech I am only presenting my demands, not delivering a speech. I request that the portion of the Katihar-Manihari railway line which is meter gauge be converted into broad gauge. The Jharkhand Government is going to build a road bridge between Manihari and Sahebganj. I request that a railway bridge may also be built over there. This will immensely benefit the residents of that area. Now a train is running from Radhikapur to Siyaldhah. During the times of Shri Nitishji the work related to gauge conversion had been taken up. I wish that everywhere stoppages should be permitted for this train. I also urge that a proposed train should be run between Katihar-Guwahati and Katihar-New Delhi. Railways has a barren land of about 110 acres in Katihar. If a Railway coach Repairing Factory is set up there, it would be a great move and would provide many people with jobs.....(*Interruptions*)

MR. CHAIRMAN : Nikhil Kumar ji, now you please take your seat. I have a list of 70 hon. Members. I would not be able to give each hon. Member more than five minutes..... (*Interruptions*)

SHRI NIKHIL KUMAR CHOUDHARY : Mr. Chairman, Sir, I am speaking about the Railway Budget, I am not

[Shri Nikhil Kumar Chaudhary]

delivering any speech in praise of somebody.
...(*Interruptions*) I am speaking about matters of
importance.... (*Interruptions*)

MR. CHAIRMAN: You please co-operate with the
Chair.

SHRI NIKHIL KUMAR CHOUDHARY: About the
construction of pit line in Barsai, I would like to say that
it should be constructed there. There is a train in my
area which is called Dwarika Mail. It travels towards Okha
Gujarat via Patna and this is a weekly train. If efforts are
made to run this train thrice in a week via Chhapra,
Batiya, Gazipur, then it will benefit, the people of that
area..... (*Interruptions*)

Dibrugarh. Amritsar 5933, 5934 Jodhpur-Guwahati
5632, 5633, Lohit Express 5651, 5652 which goes up to
Jammu Tavi from Guwahati, Amarnath Express 5633,
5654 all these trains are weekly trains. I urge that all
these trains should be run at least thrice in a week. Earlier
Darjeeling mail had a stoppage at Barsoi. This train travels
from Guwahati to Siyaldah. Now the halting of this train
has been done away with. Hon. Minister is present here.
I wish that Darjeeling Mail should have a halt at the
Barsoi station. This station earns a lot of revenue....
(*Interruptions*)

MR. CHAIRMAN: You please take your seat. Now
your speech is being disallowed to continue. Now your
time would have to be announced by the Chair which is
not a good practice. I had already requested you to
cooperate, with the Chair. ...(*Interruptions*)

SHRI NIKHIL KUMAR CHOUDHARY: I will conclude
my speech with a sentence. ...(*Interruptions*)

The trains which goes up to Radhikapur from Katihar
via Barsoi was flagged off by Laluji in presence of
Priyaranjan Dasmunsiji after the gauge conversion and
introduction of a new train. However, no allocation has
been made for the remaining work of gauge conversion
between Katihar-Barsoi and Katihar-Jogbani, despite the
announcements made in the Budget. This is a very
significant area. ...(*Interruptions*) Funds may be allocated
for the gauge conversion of Katihar-Joghani line which is
along the border of Nepal. ...(*Interruptions*)

With these words, I conclude my speech
(*Interruptions*)

*SHRI KISHAN SINGH SANGWAN (Sonapat) : Sir,
Railway budget for the year 2006-2007 is being discussed
in the House. The Railway Minister has presented a very
disappointing budget which has created a lot of resentment
among the people of the States, especially in Haryana
and its nearby areas there was stiff opposition to it. Mr.
Speaker, Sir, Delhi is the capital of our country and upto
about 100 kilometers from Delhi is notified as National
Capital Region which has been done keeping in view the
growing population and problems so that it would help in
the development of that area and it would resolve the
growing population problem of Delhi. But no provision has
been made in this budget with an eye on the National
Capital Region. About more than 50% of the N.C.R. area
lies in Haryana and 80% of the vehicles which touch
Delhi pass through Haryana. But despite this the people
of Haryana are not gaining any benefit because those
are long distance trains and normally do not have any
stoppages in Haryana. So the problems of the people
are not getting solved and due to this reason no new
trains, E.M.U., D.M.U. are being run through this area of
Haryana because of the heavy traffic congestion. So,
through you, I would request the hon. Railway Minister to
give particular attention towards this area and especially
attention may be given to the trains coming from Sonapat.
From Gannour daily 40000 passengers, from Sonapat
about one lakh and from the Rohtak section more than
50,000 passengers commute to Delhi daily. There are
employees, traders, students, milk and vegetable vendors
among them and they have to face many hardships daily.
Therefore, an EMU train should be run between Gannour
to New Delhi and from Rohtak to New Delhi via
Bahadurgarh.

Sir, NDA Government for the first time had sanctioned
two new railway lines Jind-Gohana, Sonapat and Rohtak
- Jhajhar-Rewari to Haryana which had been neglected
for the last 30 years. For these two projects about Rupees
3 crores had been granted for the last two years and as
a result, survey has been completed. Now land acquisition
and construction have to be commenced, therefore, the
budget allocation for these two lines should be increased.
In this budget, there is a provision of Rs. 15.68 crores
only for Jind, Gohana, Sonapat and for Rohtak, Jhajhar,
Rewari it is Rs.15 crores which while comparing with the
total budget of Rs.198 crores is like a drop in the ocean.
This low budget will result in delay in completion of the
projects. Therefore, more provisions should be made for
both these projects.

*The speech was laid on the Table.

Since it is the time of metro trains, so provision should be made for connecting Delhi with Sonapat and Rohtak through the Metro lines. Both these cities are adjacent to Delhi and these routes carry excess crowd.

In this budget proposal, neither any trains, nor any railway lines have been sanctioned for Haryana. The route between Delhi and Rohtak is the only such route in which electrification has not been done. No approval has been given in this budget for doubling work of the railway lines. For the last few years, I have been making request? in this House to construct four lines in Delhi-Sonapat section, but no progress has been made till date.

Sir, in the previous budget, the hon. Minister had given some concessions for the families of the martyrs as well as for those of the freedom fighters for traveling purposes. But in this regard, till date no steps have been taken by the Ministry of Railways the number of freedom fighters in the country has shrunk to such levels that we can count them on our fingers and they all are elderly persons. Their families and all the families of such person have sacrificed their lives for the country, whether they belong to military forces or para-military forces or police, is a martyr and it is not proper to differentiate them and as such their families should also be provided with the facility of free travel in the Railways. Along with this, all the ex-servicemen of the country should be given the facility of free-travel in the railways.

Sir, generally it has come to notice that women are not safe in trains and hon. Members have repeatedly drawn the attention of the Railway Minister towards the need to take proper steps to ensure safety of the women and to provide them facilities and to stop the atrocities going on in the trains against the women travellers by constituting a women force.

In addition to this, there are so many other problems, but I would like to bring into your notice some problems concerned with Haryana State and my area. I have been raising these issues in the House during the discussion of all the railway budgets and through letters but the attitude of the employees of the railway department is not positive. They treat it as routine matter and overlook it and no attention is paid to the problems of the people, and towards the demands of the representatives of the people. Therefore I am presenting the following issues before him with the hope that the hon. Railway Minister will resolve these problems by taking immediate action.

There is no passenger train or any other train available for traveling to Delhi from Gannour during 10 AM to 2.45 PM. There is a long gap of about five hours for the next train towards both these directions. Therefore, during the above mentioned time-gap one passenger train should be run without any delay.

One ENS train which travels upto Sonapat from Delhi should be extended upto Panipat and it should be run before the Jhelum express between 8 O'clock and 8.10 towards Delhi on its return journey which will alleviate the hardships faced by the daily commuters of the Jhelum Express.

4653 up and 4654 down, 4659 up and 4660 down trains may be given stoppage.

The Jammu Mail express from the year 1994, stops on its onward journey but while its return it does not have a stop there. Therefore 4033 up train also may be given a stoppage at Gannour.

In HNK, KDM and PNG MEMU trains, the number of coaches be increased to 20.

Reservation counter should be opened towards the Up line of Gannour and Sonapat station so as to prevent the shoving and pushing caused by the heavy crowd at a single counter.

The rescheduled departure of 303 up train from Delhi to D.Su. Section be changed to 3 O'clock so that the needs of the bank employees are also taken care of. From Sonapat there are no trains between 7.30 a.m. and 1.30 p.m. available for the to and fro journey. A passenger train may be arranged for that area so that it would help other people also. Reinstate the old timings of the Uchahar Express train no. 4517.

In Delhi-Ambala section, express trains should be given stoppages at Sonapat and Subzimandi.

The timing of 2 BSD, EMU trains be shifted from 7.27 am to 8.40. In Delhi-Sonapat Section the speed limit of EMU and MEMU be increased to 80 km/hour so that the lines could remain clear for the to and fro journey of other trains.

Train no 4095 should be run at 5.30 pm from Delhi.

Super fast charges should be scrapped in Paschim Express 2925/2926.

[Shri Kishan Singh Sangwan]

In Jind, Safidon, Panipat section only two passenger trains have been running during morning and evening since the last twenty-twenty five years. No trains are available during daytime. Therefore, one more up and down train should be run in the Jind Panipat section during the day time.

A new train between Gohana-Nizamuddin, via Rohtak may be introduced for the benefit of thousands of daily commuters.

Rohtak-Delhi passenger trains should be provided a stoppage at village Rohad.

Though Julana is a tehsil headquarter and also a backward area, yet, Jind-Delhi express trains *have* no stoppage at Julana. A stoppage of the said trains may be provided at Julana.

For the last many years, I have been demanding for an overbridge in Gohana on Goharia-Jind Road. There is an urgent need for the said bridge. Therefore, it should be sanctioned immediately. Similarly, I have been demanding for a road overbridge in Bahadurgarh for trains-railway line area. But no progress has been made so far. In view of the convenience of the public, a road overbridge was approved for Sonapat there years ago. For reasons unknown, the work has been stalled. Urgent action should be taken in this regard.

Therefore, I urge the hon. Minister of Railways to pay heed to the problem of state of Haryana and my constituency Sonapat and make adequate budgetary provision for the above mentioned works.

*PROF. RASA SINGH RAWAT (Ajmer): Mr. Speaker. Sir, I rise to oppose the Railway Budget presented by the hon. Minister of Railways, Shri Lalu Prasad. The Budget presented by Shri Lalu Ji is totally politically motivated as maximum attention has been paid to his home state, Bihar. Besides it, attention has also been paid towards the states being ruled by the UPA allies, such as Tamil Nadu, Kerala, Maharashtra, Bengal and Uttar Pradesh. This partisan attitude may create imbalance so far as development and expansion of railways in the country is concerned.

On the other hand area-wise biggest and most backward states like Rajasthan and other BJP or opposition party ruled states have been grossly neglected

with regard to development, expansion of railway and also gauge conversion.

Sir, however, I welcome the announcement of the hon. Minister regarding affecting no change in passenger fares and rationalization of freight rates. But, how such kind of populist Budget would help in infrastructural development in the railways?

It has been stated that. 'Musafir hoga rail ka raja', but no efforts have been made for ensuing comfortable and safe journey for the passengers. In view of the likely loss in passenger fare revenue because of the cut-throat competition by various air lines the railways is forced not to increase even A.C. class fares. He has made a mockery of poor people by introducing Garib Rath A.C. trains. How can poor people afford to pay so much for traveling in Reserved A.C. coaches in place of general bogies?

Sir, Lalu Ji has announced that 55 new trains will be introduced, routes of 37 trains will be extended. Out of these, certain trains will be started after completion of gauge conversion works. Position about certain trains is unclear, such as, 'Bareilly-Bhuj Aala Hazrat' express which runs four days a week and has been rechristened. Bhuj-Bareilly Express and its frequency has been reduced to these days a week or may be any new train has been introduced by the said name. Similarly, whether a new Yashwantpur-Ajmer Garib Nawaj Express would be introduced or the name of Ajmer-Bangalore train would be changed, is also not clear.

I also welcome the addition of more coaches in 190 popular trains and providing world class facilities in four train? However, there is a need to add more general bogies, especially for rural passengers, in long distance trains, as most of them are unaware of reservation system.

Sir, increasing incidents of loot, dacoity, snatching of valuable items in trains is a matter of concern. There is a need to make GRP and RPF more alert. Also, there is a need to pay attention to maintenance, proper cleaning of bogies, proper arrangement for drinking water at platform, provisions of space for seats for passengers on platform and waiting-rooms, maintenance, cleaning and watering of bogies etc.

Sir, the tendency of ticket-less traveling is on the increase. Strictness is required to check it. On the

*The speech way laid on the Table.

occasion of rallies, conferences and procession people travel without ticket as they feel it is "Lalu Ji ki rail".

Merely announcing that Indian railway would be modernized is inadequate. The hon. Minister has announced that top priority would be given to technical upgradation in each field in the railways so that the reliability of services can be enhanced and operational cost can be brought down. But it has not been visualized how would the required sources be mobilized.

The Budget is silent on how the funds are required for establishing unigauge system in the country, completion of already announced rail projects, completion of gauge-conversion work on schedule. As a result, we may neither be able to have the cake nor eat it. Governments keep making announcements under political compulsions. Each political alignment will have a different priority. Therefore, there is a need to rise above party afflictions so that top priority can be given to safeguarding national interests, otherwise nation would lag behind. Pendency of projects leads to cost overrun.

Sir, Lalu Ji has not increased passengers fare directly. But quite cleverly we has managed to put extra burden on them, means, he has killed the snake without a stake. The fares in 200 trains have been increased in one stroke as superfast surcharge has been imposed in said trains. Each passenger, now, will have to pay Rs. 20 extra. It would lead to wholesale increase in the revenue of railways. It is not clear as to how fast these train would run, but it would definitely dig a deep hole in passenger's pockets.

Sir, it appears that the railway is leading towards privatization gradually. Announcement for providing concession and facilities to affluent class is anti-people and would lead to unemployment. It also appears that while presenting his third Budget Lalu Ji is a changed man. Lalu Ji had emphasized upon use of Kulhar the earthen-pots and use of Khadi in railways, but, soon after losing at hosting in Bihar, he is upon vender machine for cold-drinks, cyber cafes, installing ATM machines on stations. Bihar has so much over-shadowed the Budget that it looks like Lalu Rail Budget and not Indian Rail Budget.

There is a need for renewal of railway tracks. India's almost 50,000 km. tracks were laid in nineteenth century and there is an urgent need for renewal of 12,000 km. length of tracks. Old tracks have put safety in jeopardy.

It can be judged by this fact that in 2005 alone, about 4,000 passengers died either by slipping on the tracks or collided with trains and died. The condition of bogies is also very bad. There is a need to retire 35,000 coaches or railway bogies. But such efforts do not pay political demands. Investment on safety measures is meant for the whole of railway. Slight increase in A.C. fare and ensuring better safety would have been better.

Sir, unless the railway is run on the basis of pure economic rules and its safe operation is given top priority, it cannot be reliable. I have no idea as to when the Indian Railways will get rid of this feeling that it has a social obligation also. Now it is to be seen whether the Government is able to translate into action the series of announcements made by it as like other departments. Delay in execution of rail projects has also been a common thing. Though the projects announced by the hon. Minister of important nature, yet, India has lagged quite behind in their execution. That is why we cannot change the country's fortune through railways.

Sir, it is also a matter of concern that in view of the future needs and challenges, we have again failed to improve our necessary infrastructure. Also, we did not learn a lesson from China's success. In comparison with China the pace of modernization of our railways is very slow. To sum up, the Budget is like an old wine in new bottles. Daily, 1.4 crore commuters travel by train. And no emphasis has been laid on making their journey safe and comfortable. Minor or major accidents in railway have increased during the recent years and every time assurances were given for taking effective measures for improving the condition. A safety fund with a corpus of Rs. 1700 crore has been created. It may have been spent on various schemes but in fact it failed to show any result. We can achieve desired success if efforts are made to install modern monitoring equipments, lay new tracks, improve our signaling system and purchase of state of the art coaches. In addition to huge investment for this purpose, there is a need to formulate feasible schemes and emerged their effecting and timely completion. It would be beneficial for both the safety of passengers and capacity of our railways.

Sir, it is true that no promise has been made in the Budget for augmenting capacity of the railways and its expansion. Railway's share in freight has not been increasing in desired proportion so how can railway improve its fiscal condition in absence of it.

[Prof. Rasa Singh Rawat]

Sir, with regard to the Rail Budget. I would like to quote the statement of Smt. Vasundhra Raje, the Chief Minister of Rajasthan, who said. "Budget will have adverse affect on development programmes in Rajasthan. The hon. Minister has ignored the state by not announcing new projects and gauge conversion in the state. Expansion of certain rail services will hardly benefit the state. Political, social, religion, professional and commercial organization in the state had expected a lot but Rail Budget has disappointed everyone. The sentiments of the people have been neglected. Rajasthan which is most important state from the point of view of Tourism, has been neglected.

Sir, I am very grateful to the hon. Minister of Railways as this year, he in the memory of the Dargah of Khawaja Moinuddin Chisti has gifted three new Garib Nawaj Express trains (Ranchi-Ajmer, Kishanganj-Ajmer, Yashwantpur-Ajmer). which would run once a week and he has also promised to introduce Ajmer-Udaipur City Express after completion of gauge conversion work. Also, he has given a new lease of life to thousands of pilgrims by extending Ahmedabad-Delhi mail upto Haridwar. Now, Bhuj-Bareilly Express, a new train, will run thrice a week. Expectation of Rajasthan have not been met in the Rail Budget. Rajasthan has been gifted with 6 new trains, but expectations with regard to gauge conversion of tracks, connecting Banswara Tank with railways and conversion of meter gauge into broad gauge in Shekhawat region have been reined.

As North Western Railway has earned profit this year, it was expected that additional train will be started for cities like Jaipur, Udaipur in Rajasthan and other places like Mumbai. Kolkata. Guwahati, Bangalore. Lucknow, Agra and new rail route will also be approved. There was a great hope that Shekhawati region would be connected with broad gauge and Tonk-Banswana would be brought on railway map. But these expectations have not been met. Routes of 11 trains running in Rajasthan have been extended. Gauge conversion of Ajmer-Udaipur, Ajmer-Chittorgarh line will be taken up this year. Quite inadequate funds have been allocated for laying new lines for Ajmer-Pushkar and Dausa-Gangapur city.

Sir, Ajmer is the heart of Rajasthan and it occupies an important place in the fields of education, tourism, architect, religion and history. Therefore, the following suggestion with regard to Ajmer are required to be accepted.

Ajmer railway station lack infrastructure causing difficulty in arrival and departure of certain trains at Ajmer. Therefore, in view of the importance of Ajmer and Pushkar there is a need to expand the station towards Topadara and Palbichla, where railway land is vacant, so that facilities like watering and clearing of trains, provision for stoppage, turning round, maintenance of engines/bogies etc. Large area of land is lying vacant near Madar and Naurari stations, where fully equipped station can come up.

Now, since laying of new line from Ajmer-Madar to Pushkar and gauge conversion of Ajmer-Chittor meter gauge line is in progress, therefore, keeping in view the future needs, there is a need to extend infrastructure facilities at railway station.

The work of laying of railway line in the east of Ajmer-Puskar. which was sanctioned many years ago, should be completed in a time-bound manner without any further delay. Pushkar is a very large pilgrim center of Hindus and lakhs of people from across the country throng to this place.

It is needful to extend this railway line upto Merta so that Ajmer can directly be connected with eastern Rajasthan and Bikaner. For allround development of western Rajasthan, there is a need to link Pushkar, Merta, Jaitaran and Beawar.

Gauge conversion work on Ajmer-Bhilwara-Chittor and Neemuch-Ratlam line is targeted to be completed by 2007. The hon. Minister deserves kudos for it. However, there is an urgent need to allocate adequate funds for this purpose. It would enable direct conductivity between Ajmer-Udaipur and Ajmer-Ratlam, and then Ajmer-Kota.

After the gauge conversion of Bandikui-Agra Fort line, Ajmer should be connected with Agra. It is regretful that despite heavy demand, Jaipur-Agra-Gwalir Inter city has not been extended upto Ajmer. Since Mughal era, Ajmer and Agra have been the historic cities and were enjoying good relation with each other. Earlier a train from Agra Fort to Ahmedabad via Jaipur-Ajmer-Marwar was plying on meter gauge line and was very popular. However, after the conversion of the line into broad gauge it has been discontinued. This train should be restarted as it will be financially viable line for the Railways. Therefore, the train between Agra Fort and Ahmedabad via Jaipur-Ajmer-Mewar should be started.

Ahmedabad-Delhi mail train has been extended upto Haridwar. Likewise Puja Express which is plying between Jammu Tavi and Jaipur should be extended upto Ajmer so that Ajmer-Pushkar could be directly connected with the pilgrimage centres of Vaishno Devi, Punjab and Haryana. A large number of people from Jammu and Kashmir visit of the Dargah Shareef in Ajmer and Pushkar ji. Therefore, Puja Express running between Jammu Tavi and Jaipur should be extended upto Ajmer. At present this train remains terminated at Jaipur for hours together. No new rakes will be required.

Newly introduced Jaipur-Amritsar train should also be extended upto Ajmer so that followers of Radhaswami Sect and Punjabi Community could be facilitated to visit Amritsar. 10th Guru, Guru Gobind Singh Ji had visited Ajmer-Pushkar. There is also a Gurudwara in Pushkar. Ajmer has a large number of followers of Radhaswami Sect who visit Vyas very often. So this train will also run in profit if extended upto Ajmer.

Ajmer has been connected with Kolkata. Patna and Muzaffarpur etc. during the past few years. Similarly, in view of the importance of this city, it should be connected with important cities in south India like Hyderabad. Chennai, Eraculam, Bangalore, Tirupati, Thiruvananthapuram etc. through broadguage line. It will increase the passenger traffic. All these trains should run via Ahmedabad-Palanpur-Marwar-Byawar to Ajmer so that lakh of Rajasthani immigrants indulged in Business and other profession in South India could be facilitated. Also the pilgrims coming to Dargah Shareef and Pushkar Ji will be benefited.

Ashram Express (Superfast) train running between Delhi and Ahmedabad should be provided a halt of 2 minutes at important industrial cities like Kishangarh and Bayavar. This is a long pending demand. It will increase the revenue of the Railways.

New trains should be introduced between Ajmer-Lucknow, Ajmer-Prayag, Ajmer-Chennai, Ajmer-Dwarka, Ajmer-Indore-Bhopal, Ajmer-Raipur, Ajmer-Varanasi and Ajmer-Guwahati.

Marudhar Express should run twice a week from Jodhpur to Ajmer via Marwar-Bayavar. It will connect Ajmer with Uttar Pradesh directly.

It would be beneficial if Jaipur bound trains from Kerala and Chennai are extended upto Ajmer.

Ajmer-Chennai and Ajmer-Mumbai holiday express trains always remain over-crowded. Therefore, these trains should be regularized.

The main line between Delhi and Ahmedabad requires a complete doubling and electrification.

Gauge conversion of Rewari-Reengas Fulera railway line should also be done on a war-footing to ensure another alternative between Delhi and Ajmer.

A Railway like between Ajmer-Kota, Ajmer-Bikaner and Ajmer-Barmer is also required.

As a symbol of peace and harmony between India and Pakistan. "Thar Express" between Mumbai-Khokharapar has been started sometimes back. It should be extended upto Ajmer so that thousands of pilgrims from Sindh province of Pakistan could visit Khwaja Sahib at Ajmer. Also thousands of Sindhi people from Ajmer would be able to visit Sindh—the birth place of Jhulelal Ji. Though the security of the country should be kept in mind.

Gauge conversion of Ajmer-Khandva-Purna-Kachigura (Hyderabad) is required so that Hyderabad may get connected directly with Ajmer through broadguage.

To get the maximum benefit from the production capacity of loco and carriage factories of Ajmer, these should be given more and more work and should be expanded. These Loco and carriage factories are the basis of economy of Ajmer. Ban imposed on the new recruitment in the factory should be lifted immediately and appointments be made as per the need.

More than 100 years old DRM office at Ajmer is a historic building. therefore, it should be declared as a heritage.

Ajmer should continue to remain Audit Headquarters of North-Western Railway zone.

Audit Headquarters of Western Railways should also remain at Ajmer. All the employers should be merged with North-West Railway zone.

The Railway hospital at Ajmer should be upgraded and modern medical facilities should be made available.

Ajmer is famous as a railway city. Therefore, its dignity should be maintained from the Railways point of view.

[Prof. Rasa Singh Rawat]

Multi-storeyed passenger rest house with modern facilities should be constructed at the railway land lying unutilized so that tourists can stay there during the 'Urs' and 'Pushkar Mela' and also the railway revenue could be increased.

Adequate funds should be allocated to loco and carriage sports ground at Ajmer provide modern sports facilities and to develop them up to the standard of conducting all India level sports competitions.

Scrap should be auctioned to raise the income of the Railways. Also a check should be kept on encroachment of the Railways land.

There is an urgent need for construction of railway over-bridges at Topdara-Ajmer, Johansganj-Ajmer. Nakandar-Ajmer, Parbatpura by-pass railway crossings and Bayavar Krishan Mill road, Kishangarh-Roopangarh road and Vijay Nagar railway crossing.

Kishangarh, Bayavar, Nasirabad, Vijay Nagar, Bandanvara, Magnolia stations are required to be developed and expanded. Also these should be provided with all facilities.

Attention should be paid to streamlining and developing the Railway BESET-organization (Ajmer).

Nasirabad is an important cantonment area. Therefore, computerized reservation system should be set up there to facilitate the army personnel. Reservation system at Bayavar and Kishangarh should be expanded and Ajmer should be connected with all the important terminals of the country.

The Railway school buildings are in urgent need of repair work, proper maintenance and upgradation.

Passengers trains should be run between Delhi-Ajmer and Ajmer-Mahasana which should halt at small stations so that rural people are benefited. After conversion of meter gauge line into broad gauge, passenger train have been withdrawn. Poor people prefer trains to buses. Therefore, passengers trains between Delhi and Ajmer should be introduced for the benefit of common people.

There is no train in the morning from Ajmer to Delhi. Though earlier a train, Delhi-Ahmedabad Express 3 up 4 down was plying on meter gauge. It starts from Ahmedabad in the evening and reach Ajmer in the

morning at 7.30 and then Delhi in the evening. From Delhi it moves in the morning and reaches Ajmer in the evening. It should be run from Ahmedabad to Delhi via Ajmer-Jaipur.

Survey and construction work on Ajmer-Kekari-Devli-Kota railway line should be taken up.

Frequency of Ajmer-Rajendra Nagar (Patna) and Ajmer-Hawarh Ananya Express train should be increased.

Railway level crossings should be constructed in rural area and watchmen should be appointed there. Watchmen should be on duty during the night at Lamena, Muhami, Ladpura Danta, Nayara etc. railway crossings.

Sir, I am grateful to you for giving me a chance to speak.

*SHRI NIHAL CHAND (Sriganganagar): I would like to extend my thanks to you for giving me opportunity to participate in discussion on Railway Budget 2006-07. Sir, more emphasis has been laid on the internal resource generation in the present Budget in comparison to the previous Budget. This money will have to be borrowed from other heads. The present Rail Budget is more beneficial for Bihar. The railway projects which were started at the time of Atal ji Government are lying incomplete and there is not even a mention about it anywhere in the Budget. Indian Railway is the biggest railway system of the world. Its network is spread over 63,465 km. In Rail Budget 2006-07 some areas have been given allocation more than expected while some areas have been neglected. Indian Railways is the biggest enterprise of the country. Till few years back nearly 20 lakh employees were working in railway but now it has been reduced to 12 lakh. Safe and comfortable rail journey for all the people should have been ensured in the Budget but it could not be done. Sir, Rajasthan has been neglected in the Budget and only 6 trains have been announced for Rajasthan. The entire Budget is disappointing for Rajasthan. Gauge conversion and doubling of railway track and laying of new racks in the entire state have been neglected. No any new project of Rajasthan has been covered in the budget.

Sir, my parliamentary constituency is located along Indo-Pakistan border and the entire area is predominantly agricultural. It is on account of absence of railway facility

*The speech was laid on the Table.

in the areas that the farmers of the region are not getting remunerative prices for their crop yield.

Sir, during the previous regime announcement was made for the gauge conversion of 112 km. stretch of metre gauge line between Sriganganagar and Swarupgarh in border area and the foundation stone for the same was also laid by the then Minister of Railway, Shri Nitish Kumar ji. The present work is going on at a slow pace which should be completed at the earliest. Since independence there has been metre gauge line in operation between Sriganganagar and Jaipur. The said line should be converted into broadgauge line. The survey for new line from Hanumangarh Rawatsar to Sardar Shahar via Palluand Anupgarh—Kolayat via Khajuwale should be done at the earliest and it should be included in the Budget.

Sir, the railway station of district headquarter of Sriganganagar is a 'model railway station'. This station has been put in 'Roster Chart' however, there is only one train, Uddahan Abha Express. That too is for long distance. One more train should be introduced from Sriganganagar to New Delhi.

Sir, there is not a single over bridge in Sriganganagar. The proposal for an over bridge should be invited from Rajasthan government and the same should be approved.

*SHRI VIRENDRA KUMAR (Sagar): Sir, the present Rail Budget failed to evoke any glimmer of hope amongst the people of Bundelkhand and especially Sagar Parliamentary Constituency in terms of augmenting rail facility to the people. Sagar Nagar is the most important rail station of divisional headquarters and Bina Katni rail segment and which was proposed earlier to be made a model station, however, though Guna Damoh was included in the list of model station but Sagar station was deprived of such status. This has caused disappointment among people. So, Sagar station should be upgraded at the earliest and should be made model station. The railway equipments and materials remain scattered so very often the incident of theft takes place. Few days back many incidents of theft of railway equipments had occurred. Action should be taken against the staffs and officers involved in such incidents. Along with that misuse of vacant land of railway should also be checked. Nearly 400 acre of railway land in Bina has been encroached and the persons who have encroached the land have given it to others on contract basis for agriculture purpose. But the Railway administration is indifferent.

*The speech was laid on the Table.

So, the efforts should be made by the Government to get the encroached railway land at various places all over the country along with Bina freed and should be commercially used by the railway itself or with the collaboration of the private sector. Now I would like to draw the attention of the Government towards some of the major problems related to my parliamentary constituency.

Lighting arrangements should be made at platform no. 1 and 2 of Sagar station as many times tube lights and high mast light remain out of order.

Beautification work on the land freed from encroach should be started otherwise encroachment will be started again.

Sanitation arrangement on platform no. 1 and 2 and on foot overbridge Sagar station should be streamlined. Toilets remain usually closed and dirty that cause inconvenience to the passengers.

There is a cycle stand outside platform no. 2 of Sagar station however, there is no hotel etc.. So it should be used commercially as people of the town come here.

Sanitation arrangement of retiring room of Sagar station should be streamlined and neat and clean bed should be provided in the retiring room.

It is extremely essential to arrange GRP on platform no. 2 of Sagar railway station. Often anti-social elements flock at the said platform.

Sagar is the main army centre so a separate reservation counters should be set up for the Jawans.

Large number of goods train ply on Bina-Katni line from Sagar and the shift of staff charges here and often trains remain standing here. So, additional platform no. 3 should be constructed behind platform no. 2.

Like Bina station ramp should be constructed at Sagar station for the convenience of patients who use wheel chairs.

Large number of students go to Kota from Khurai for study and large number of businessmen also travel so stoppage of Jabalpur-Kota Express should be provided at Khurai station as earlier. Earlier there was stoppage of Utkal express at Ganeshganj station. Again stoppage of

[Shri Virendra Kumar]

the express should be provided at Ganeshganj station. Stoppage of Chhipra Express, Kamayani Express and Gaudawana Express should be provided at Jaru Bakheda station.

Passenger trains do not take passengers from platform no. 1 of Naryawali station. It is on account of this that one passenger lost his life on 2 February, 2006 by colliding with a goods train while he was crossing the line to board the train. So foot over bridge should be constructed at Makronia, Jarubakheda, Ganeshganj and Narwali stations at the earliest.

Shades should be constructed on both sides at Ganeshganj, Makronia, Ishurwara, Naryawali, Jarubakheda, Dandighar stations for the protection from sun and rain.

Ratauna station should be expanded and new upline and down line should be laid there.

I welcome the step of extending the route of Nizamuddin bound Heerakund Express from Vizag to Amritsar. Heerakund Express should be operated 7 days of the week instead of 3 days.

The length of the shed on platform no. 2 at Khurai station should be extended.

Computerized ticket window should be operated at Khurai station at the earliest.

Stoppage of all the express trains should be made compulsory at Makronia sub-urban station.

Stoppage of Beena-Itarsi Express at Naryawali station.

We welcome the step of extending the route of Jabalpur-Kota Express to Jaipur but this train should be given stoppage at Makronia and Jarubakheda station.

For the facility of the passengers, access of auto-rickshaw should be made near platform No. 1 and 2 at Sagar. Police force should be deployed outside both platforms to control the crowd.

For the facility of passengers, toilet for both men and women should be provided at both sides of platform.

An over-bridge should be constructed over Kanpur-Bhopal National Highway near Makronia station as the gate often remains closed.

New train should be introduced from Reeva of Western Central Railway to Chennai/Bangalore/Thiruvananthapuram.

The route of train No. 5103-5104 Gorakhpur-Manduadih daily train should be extended to Metro Cities of South India via Katni-Sagar-Bhopal. It is a suggestion as there are two other trains i.e. Lucknow-Gorakhpur-Manduadih Express and Gorakhpur-Manduadih-Kanpur Express for Gorakhpur to Manduadih and therefore train No. 5103-5104 can be extended easily and as a result Journey from Sagar to Gorakhpur and South India could be possible.

There is no transport facility from Sagar to Raipur, Durg and Nagpur. In this regard (a) there should be a stoppage of Durg-Nizamuddin Sampark Kranti at Sagar Headquarter. With this measure it will be convenient for two days, (b) If Durg-Nizamuddin Chhattisgarh Sampark Kranti and Madhya Pradesh Sampark Kranti Jabalpur-Nizamuddin trains may be introduced instead of Madhya Pradesh Chhattisgarh Samyukt Sampark Kranti Express, it will be convenient for 5 days, (c) Train No. 8236-8235 Bhopal-Bilaspur Express cum Passenger should be extended to Nagpur via Raipur Durg by converting it into Fast Passenger train (This train is an express from Bhopal to Beena. It should be discontinued.)

Indore-Howrah-Shipra Express always runs to its full capacity and it should be converted into daily train.

Number of bogies should be increased, sleeper class should be attached and route should be extended to Udaipur via Chhittorgarh of Damoh-Kota Shuttle by converting it into fast passenger train so that middle class tourists and traders of Madhya Pradesh could travel to Rajasthan easily. Route of Beena-Kota Express should be extended to Jaipur.

The scheduled departure time of passenger train No. 1506-1505 from Katni to Beena should be changed from 8 pm to 6 pm and the route should be extended to Indore and sleeper coaches should be attached.

The route of Daily Express Train from Somnath (Veraval) to Ahmedabad should be extended to Bhopal-Sagar-Katni-Banaras.

New train should be introduced for Howrah and Vizag from Jaipur to Kota, Guna, Beena, Sagar, Kathi rail route.

Route of Train No. 9306-9305 Shipra Express and Chambal Express train should be extended to Howrah by linking them at Manikpur station. With such measure there will be daily train for Howrah from Indore, Bhopal, Sagar and Damoh.

The name of the Swarn-Jayanti Express from Nizamuddin to Vizag may be changed to Nizamuddin-Beena-Sagar-Katni-Bilaspur, Raipur-Vizag.

Weekly trains should be introduced from Jabalpur to Ganga Nagar (Rajasthan).

Bundelkhand Passenger train should be introduced for Kanpur-Kairar, Banda-Manikpur-Satna-Katni-Damoh-Sagar Beena.

Arrival time of Bhopal-Bilaspur and Chitrakut Express should be adjusted at Katni so that there will be link train to Lucknow.

Foot Bridge should be constructed at Sagar Railway Station so that people could move easily to the other side of the road.

Permission may be granted to construct platform No-3, otherwise where will Life Line Express halt from 1 November, 2006. This is in view of the fact that Life Live Express can halt at platform No. 1 only (operational point of view) it is difficult for the patients to use stairs. Life Line Train will halt there for 15 days. Goods godown may be shifted.

(a) cement and food storage may be constructed on empty land near Regal Lodge which is leading upto Rahatgarh Bus stand Railway crossing.(b) Wheat, Sugar, salt foodgrain storage may be constructed on the land near Apsara Theatre.

Beautification work may be initiated for Railway Station road and outer area of the Station at the cost of Rs. 80 lakh. In this regard outer design of Sagar Station may be prepared keeping in mind historic background of Bundelkhand.

High Mast light may be installed outside platform No. 1.

Shed at both sides of stations may be extended for the convenience of passengers.

Station Yard i.e. track where trains halt may be constructed with cement so that cleanliness should be maintained.

Development of Makronia station may be executed on the line of cities.

Fax and Internet Machines may be installed at Telephone Booth.

ATM of S.B.I. may be installed for the facility of passengers.

Permission may be granted to Chhattarpur-Sagar-Kareli-Chhindwada-Nagpur Ralline.

For the overall development of Bundelkhand, Bundelkhand Rail Corporation may be constituted on the lines of Western-Central Railway.

There should be commercial halt of Chhattisgarh Sampark Kranti Express at Beena and Sagar Stations and reservation quota should be provided from Sagar.

Coach position should be provided for down trains. Coach display position which is not available at Beena may be provided and there should be direct connection of Railway telephones service at Beena and Sagar.

Construction work of shed should be initiated expeditiously as it is very inconvenient for the passengers to stand under direct sunlight and rain.

Additional platform should be constructed at Beena Junction because the number of trains have increased and due to non-availability of platform, trains have to be stopped at outer side.

There is a famous pilgrimage Anandpur on Beena-Guna line and stoppage of Goa and other trains has been provided during the 15 days of fair twice a year. Therefore, stoppage of Goa Express, Pushpak Express and Nanded Sachkhand Express should be provided at Beena.

At Bina there should be well equipped and well arranged VIP rooms along with AC furniture. There should also be digital clock at Bina Station. Apart from them there should be an arrangement of digital display for the train schedule.

At Bina, Bina Bajrahiya cremation ground is situated near the Jhansi gate due to which its renovation is not being done. Railway colony is also there. So, the renovation should be done.

[Shri Virendra Kumar]

Earlier, there was stoppage of Pathankot Express at Karaunda station. For the convenience of villagers, this stoppage should be revived.

Mandi Bamora station is a major centre for more than fifty villages of Bina and Kurwai areas from where passengers travel in Bhopal and Delhi bound trains. So, there should be stoppage for Kshipra and Jhelam Express trains at Mandi Bamora station.

As far as revenue is concerned, Gaudwana Express is highly profit making train which never runs empty. So, it should be run from Jabalpur as a full-fledged train.

As proposed in the past, Damoh Sagar Bhopal Intercity Express should be introduced.

For the convenience of patients well conditioned wheel chairs should be provided at Bina Khurai Sagar stations.

Rail over bridge should be constructed at Jhansi Railway crossing in Bina city.

There should be a regular train running from Bhopal, capital of Madhya Pradesh to Patna via Been-Satna rail route and also from Bhopal to Baisad Mumbai via Suburb Bairagarh, with which it will be convenient to the majority textile traders of Madhya Pradesh travelling to Surat and even to the people of Sindhi community residing at Satna, Katni, Beena, Damoh, Sagar, Basaunda, Vidisha, Bhopal, Bairagarh for connecting them by rail service.

I support the demand raised by the people of Sindhi community who were sitting on "Dharna" at Bairagarh Railway Station. A new daily train from Patna to Mumbai via Allahabad, Katni, Been, Sagar and Ratlam should be introduced. With the introduction of this train there will be direct rail facilities from Bundelkhand and the State capital of Bhopal to Surat and Patna city. This is a very long pending demand.

*SHRI DEVIDAS PINGLE (Nasik): Sir, I represent Maharashtra from where railways gets sufficient revenues; even though in the budget of last two years and even in that of year 2006-2007 Maharashtra has been ignored, due to which economic activities of State have come to a stand still and the industrial development is not taking place. In Maharashtra, particularly in Nasik, which I

represent, rail network is in very miserable condition. Ten years back a survey of Nasik-Pune rail line was conducted. The survey which was conducted ten years back will not serve the purpose in the present perspective. Therefore, there is an urgent need to conduct a fresh survey. So, keeping in view the feeling of the people, work of laying a new rail line should be undertaken expeditiously after conducting a survey of Nasik-Pune rail line. I am telling you this thing and I have also raised this matter in the Railway Consultative Committee.

Nasik district is situated on the border of Gujarat and Maharashtra. Lakhs of people hailed from Surat of Gujarat are residing in the industrial belt of Nasik. If they have to go to Surat, they will have to travel to Mumbai or Jalgaon first and then to catch the trains for Surat. It takes time and gets losses of revenue and people get hardly room in rail coaches due to heavy rush of passengers in Mumbai and Jalgaon. Nasik is only 150 Kms. away from Surat by road. Even a long pending demand of laying a new rail line by conducting survey in this regard has been ignored in the budget. This work should be started immediately so that the common people could not have resentment towards railways.

Hon'ble Minister of State in the Ministry of Railways recently visited Nasik. Briefing the media persons he made an announcement for conducting survey of Nasik-Shirdi but the sentiments of the people have been mocked by giving it no place in the budget. I think, keeping in mind the religious and tourist importance of Nasik and Shirdi, budget provision should be made by issuing necessary instructions to conduct a survey in this regard.

There are so many demands raised for constructing railway crossings and over-bridges at various places in my constituency and I have announced to provide funds for some of them from MPLADS. But the sentiments of the people have been mocked even at this place by ignoring this demand. So, instructions should be issued to start the construction work of over-bridges by assessing the necessity of the new ones before the people of my constituency launch agitation on roads.

One year has lapsed since the announcement was made by the Ministry of Railways for developing the Nasik Road station as a model station in Maharashtra, but no work is being done to the tune of that announcement. Because of this, people are facing inconvenience there. Apart from it, there are two more important stations Lasalgaon and Kundewadi for which I made all possible

*The speech was laid on the Table.

efforts to give stoppage of various trains, but to no avail. For want of wagons, timely transportation of agriculture products are not undertaken due to which farmers have to suffer losses. Therefore, proper instructions may be issued to ensure timely availability of sufficient wagons.

In my constituency, Aakai-Nagarsul Marg falls under Nanded division people have to go to Sikanderabad for the redressal of their grievances. The people of this area and the MPs of Nanded, Aurangabad and Jalna have demanded that the Nanded division should be linked with the Central Railways. This demand is also pending for a long time. Immediate action is also required to fulfill this demand.

Sufficient trains are being run from Pune to Mumbai, but the daily commuters travelling from Nasik are not less than the pass holder travelling from Pune. Only one train Panchwati Express is being run for the passengers travelling from Nasik. I have years old demand that the trains like Shatabdi Intercity Express may be introduced from Nasik to Mumbai.

At present, two Delhi bound Rajdhani Express trains are running from Mumbai and amongst them one is running through the West Route via Panwel, Basai. My demand is that one more Rajdhani Express may be introduced as early as possible through the Central rail route via Chhatrapati Shivaji Terminal to Nasik Bhuswal rail route.

With the request of meeting my above mentioned demands, I support the Rail Budget.

[English]

*SHRI G. KARUNAKARA REDDY (Bellary): Sir. I am unhappy that the Railway Budget presented by the Hon'ble Railway Minister neglected the Karnataka State, especially in Hyderabad-Karnataka region in Karnataka State. More importantly, my Parliamentary Constituency, Bellary stands neglected with no facilities provided in this year's Budget also. Even though the Railways are getting nearly Rs. 1,000 crores every year from Bellary, the minister overlooked the needs of this area. During the last two years, I am repeatedly requesting the Minister to provide the following most important demands. But nothing has been done so far. It is like "Blowing of horn to a Deaf Person".

First and foremost thing to be done, according to me and needs, a medical team (doctors, nurses along with emergency medicines) should be present/posted in each and every long distance trains as the passengers are facing huge problems on emergency situations.

I urge the Minister that more facilities to be provided at Hubli which will be befitting its status as Zonal Headquarters.

In view of the existing broad-gauge line between Hospet and Guntakal is over-saturated, there is an urgent need to expedite the ongoing work of doubling of line between Hospet and Guntakal. This was essential to ease the traffic congestion and enable movement of iron ore to Chennai and Vizag Ports from Bellary-Hospet sector and also for introduction of new trains for the benefit of the passenger-public in this region..

I would also like to draw the kind attention of the Railway minister to the fact that there are no day-time trains between Guntakal and Hubli causing lot of hardships to the region. Prior to gauge conversion, there were several trains passing through Bellary during the and I request you to kindly re-introduce all the trains prevailing prior to gauge-conversion.

I urge upon the Railway Minister to introduce a push-pull train between Guntakal and Kottur & Guntakal and Kopal as the people, especially office goers and students, of these are facing great difficulty in traveling in these routes.

I also request the Railway Minister to take up the work of modernisation of Hospet and Bellary Railway Stations upto International Standards as these are also two of the most important Railway Stations in the State and lot of international tourists are visiting these places.

Similarly, last year, I appeal to the Minister for introduction of an another direct train from Chennai to Mumbai and vice versa via Bellary and Hospet as this is the long-cherished dream of the people of this region. But no initiative has been taken so far in this regard. Bellary is flourishing as a business center and there is an urgent need to introduce this train so that business people can benefit more.

Hospet in Bellary District is an important city with Hampi. the international tourist destination nearby. Huge number of foreign tourists are visiting this international

*The speech was laid on the Table.

[Shri G. Karunakara Reddy]

tourist not Hampi. Apart from thousands of tourists thronging the city, a large number of office-goers travel between these two cities daily. Therefore, there is an urgent need to ply a push-pull train between the two cities not only for the benefit of office-goers but also to those wanting to visit Hampi.

Hampi, being the international tourist spot, located in Bellary City, is also a world heritage Centre. Lot of foreign tourist and Indian tourists are visiting this place. There is an urgent need to run a Palace On Wheels train in this important tourist spot.

The Hampi Express which is running between Hubli and Bangalore is having only one General compartment and very less number of Sleeper Class Coaches. The common people those who are traveling in General Compartment and Sleeper Class are facing lot of difficulties due to shortage of coaches. I request the Railway Minister to include two more General Compartment, two more Sleeper Coaches and to 3 Tier A.C Coaches in this train for the benefit of the common people.

National Highway No. 13 of Sholapur - Mangalore Section crosses one railway line LC : 13 (13-14) near the Kanavi Veerabhadra Temple at Km. 298. Due to head mining activities, number of goods trains carries iron ore involving closure, thousands of vehicles are getting stuck and hours together traffic jammed which is giving greater trouble to the people. There is an urgent need to construct a Road Under Bridge at this place for the free and smooth flow of vehicular traffic. This is the long pending issue of the people of these areas and needs to be taken immediately.

Bellary City is thickly populated place having a population of nearly 4 lakhs. One railway line (1C: 110) is crossing at the National Highway No. 63 between Ankola-Gooty Section. Due to heavy mining activities, number of goods trains carry iron ore to different parts of country causes frequent closure of the railway gates. Due to this, vehicular traffic is frequently jammed. Most of the time, schools buses are also caught jammed and students are also greatly suffered. This requires immediate Road Over bridge. I request the Railway Minister to take up this project immediately so that the traffic jams in these sections will be reduced.

The foundation stone was laid by the then Minister of State for Railways for construction of Road Over Bridge

in Satyanarayanpet Railway Gate i.e. L.C. No. 114 of Bellary City in early 2004. but no work has started till now. I request the Hon'ble Railway Minister to look into this matter immediately.

*SHRI RAVICHANDRAN SIPPIPARAI (Sivakasi): Sir, I raise to support the Railway budget to the year 2006-2007 on behalf of MDMK and our beloved Leader Shri Vaiko.

The world's second largest rail network under a single management. Railway is growing faster than the national Economy. 153 years before Railway was beginning with just 34 KMS. Now it has grown to a national Network of more than 64,000 route KMS, 1.60 crores passengers are traveling on Indian Railway every day. The year 2005-06 the freight loading target is being increased from 635 MT to 668 MT.

Raising the quality of service, reducing unit cost and sharing the resultant gain with customers. Through technological upgradation and modernization both in operation and service (thus minimise the accidents. I congratulate Shri Lalu Prasad Yadav for their excellent efforts.

In the year 2006-07 Railway Budget, there are some welcome things. 500 ROB's on cost sharing basis. New Ticket Booking Facilities. Introducing of 55 New Trains, Extension of 37 Trains, increase the frequency of 12 Trains, increase the speed of 200 Express Trains, Encourage Measure to Freight Traffic, Passenger amenities, 50% concession to farmers those who attend the National Conferences.

By the consistent request of our leader Vaiko in this Railway Budget 2006-07 the Railway Minister included Virudhnagar Manamudri Gauge conversion works. Stoppage given to Thriuthangal Railway Station for Pthigari Super fast Train, and increase the frequency of (Chennai-Tenkasi Pthigal bi-weekly into a triweekly (daily after Tenkasi-Chenkottai gauge conversion work completed). These are the eagerly awaited long pending demand of my Sivakasi Constituency people. For this I personally thanks to both Shri Lalu and Shri Velu.

For a long time in Tamil Nadu works like gauge conversion doubling and electrification of Railway tracks are neglected. In the total distance of 64,000 route KM at

*The speech was laid on the Table.

National level 80% of the line has been converted into Broad Gauge at the same time 4000 KM rail route in Tamil Nadu 45% is yet to be converted into Broad gauge. In the case of electrification of Train Routes. Tamil Nadu is lagging behind in the all India average of 27%.

Chennai-Kanyakumari Train Route passes through the center line of Tamil Nadu and plays a vital role in Tamil Nadu economy by connecting Tuticorin Port. Also it connects Northern parts of the country to the southern ends of the Nation.

It has been long felt demand of the people of Tamil Nadu for doubling the Chennai-Kanyakumari route which covers distance of nearly 700 KM. Chennai-Chengalpattu only 65 KM train route has been doubled so far. The remaining distance should be doubled in a stipulated period of 3 years.

For the electrification of Villupuram-Trichy train route an amount just 5 crores have been allotted which is inadequate for its successful completion of work within a year. So, adequate funds have to be allocated and released not only for this work, but also for the implementation of the remaining Rail Route between Trichy- Kanyakumari in ensuing year.

At present, Gauge conversion work in between Pudukottai Manamadurai—Rameswaram is undertaken. The announced work between Virudhnagar and Manamadurai have to be completed simultaneously within 2 years. For early completion of this work in the year 2006 Railway Budget itself adequate funds must be allocated. The route between Tenkasi and Virudhnagar has been already completed. It covers very important tourists, cultural, industrial towns and places like Courtalam. Rajapalayam, Service between Tenkasi and Chennai. It is most imperative to make it run daily service which fulfill the demands of the people.

Thiruthengal Railway Station has been already given stoppage to Pothagai Express. There should a immediate need for ticket quota allotted to Pothagai Express in Thiruthengal station. To benefit the season ticket holders, the passenger trains passing through the Virudhnagar Collectorate must given a stoppage for 2 minutes in the morning and evening hours. Computerised ticket reservation facility should be given to Srivilliputtur Railway Station.

Necessary funds may be provided for completion of the work of providing covered shelters remaining, open in a lot of portions of passenger platforms at the important Virudhunagar Junction.

This is a problem long pending for over 25 years right from 1980. The Tamil speaking area of about 89 KMS between Tirunelveli-Kanyakumari now in Trivandrum Division is to be allotted to Madurai Division and the Malayalam speaking area of about 90 KMS between Shencottai and Quilon now in Madurai Division is to be annexed to Trivandrum Division. As such, this needs only a minor readjustment of jurisdiction between the two adjoining divisions. Thiru. Vaiko, then M.P. presented his letter No UK/PCO/2000/26 dated 20.08.2001 on the subject to Thiru. Nitish Kumar, then Honourable Minister for Railways on 21.08.2001 and had a detailed discussion thereon, during which the Honourable minister assured favourable consideration. This may be settled without any more delay in the interest of Rail users as well as Railway Staff.

The population ratio of Males and Females is 1:1 and as such about 50% of the accommodation or at least the nationally accepted 33% should be reserved for Lady Passengers. As against the normal total number of seats, i.e. 1400 Nos. in the usual 21 coaches of these trains, only 48 seats were hitherto provided for Ladies in the Ladies Compartments. But this has since been cut down to 24 seats, by allotting half the portion therein to handicapped passengers. While the quota for the Handicapped is of course very essential, the plight of Lady Passengers should also be given due consideration and therefore one full II class coach in these trains may be reserved for Ladies, providing them at least 70 more seats.

The accepted recommendation of the Fifth Central Pay Commission stipulates payment of Medical Allowance "for meeting the expenditure on day to day Medical expenses that do not require hospitalization (140.18)". So that the real purpose of the allowance maybe fulfilled.

The Express Train running between Tuticorin to Mysore to be delayed by departure 30 minutes in the Madurai Railway Station by that the passengers traveling by the Thenkasi-Madurai passengers could get the connectivity to Bangalore and Mysore.

[Shri Ravichandra Sippiparai]

The passenger train running between Tenkasi to Virudhnagar now departure 9.10 PM instead of that the train departure should be changed to 10.45 PM in Tenkasi by that the Quilon Tenkasi train No. 782 could get connection. Immediate need for a Tenkasi — Coimbatore, the number of coaches should be increased and provide facility of reservation. The incomplete shelter of Virudhnagar Railway Station platform must be fully completed.

With this I once again support this 2006-07 Railway Budget.

[Translation]

*SHRI BAPU HARI CHAURE (Dhule): I am thankful to you for giving me an opportunity to take part in the discussion on the Railway Budget. My constituency is economically backward and it is a tribal dominated area. This area lacks development due to absence of a railway connection. Dhule is a corporate city and this is the only district which is not adequately connected rail network. Only a single line available from Dhule to Chalisgaon and a passenger train runs on it. For going to Mumbai from Dhule there is a 1616 up, 1057 Dadar-Amritsar in which two compartment are connected from Dhule. There are 72 ordinary three tier seats in a bogey and in another bogey there are 36 seats and six seats of ordinary first class. So, there is no adequate facilities available for going Mumbai from Dhule. The demand of Dhuleites to connect a three tier A.C. coach in Dadar-Amritsar train has long been pending. A trial of A.C. coach from Chalisgaon to Dhule has been made recently. But no decision has been taken in this regard till date. I therefore urge the Minister for Railways to connect a three tier A.C. compartment for going Mumbai from Dhule, is view of the suffering of Dhuleites.

Besides there has been a long pending demand of Dhuleites to construct a new railway line from Manmad to Indore. A survey has been done from Manmad to Indore after making a provision in the railway budget for this purpose. The people of Dhule have been waiting for its clearance in railway budget for many years but nothing happened except disappointment. There has been a number of demonstration by the people support the demand of construction of a new railway line from Manmad to Indore. Since it involves a lot of expenditure. We have suggested for construction of a new railway line measuring 37 km. from Dhule to Nardana. This line connects central railway line to western railway. So, a

direct railway line would be available connecting Nardana, Dhule, Chalisgaon to Mumbai. Therefore, we urge the Minister for Railways to sanction the Dhule-Nardana railway line.

Sir, in my constituency there are two railway stations Shindarbeda and Nardana on the railway line that connects to Bhusawal and further that upto Kolkata. No stoppage has been given on these stations to the trains running daily or weekly. There has been a long pending demand of Dhuleites for giving stoppage of Howra Express at Nawada railway station. I urge the Honourable Minister for Railways to fulfill this demand.

There has been a long pending demand for doubling of western line from Surat to Jalgaon. This is a tribal dominated area. It is very essential to double this track for the development of tribal people. I urge the Minister for Railways to fulfill this demand.

[English]

*SHRIMATI MANORAMA MADHAVRAJ (Udupi): Thank you for permitting me to take part in the discussion on the Railway Budget-2006.

This Railway Budget the second in succession presented by the UPA Government reflects the subservience of economics as there seems to be no attempt at mobilization of additional resources for a large number of ongoing projects which have been kept in the back-burner. The compulsion on the part of the Hon'ble Railway Minister to present a populist budget is the impending state assembly polls. The Railways have shown some turn around but it would have been more expedient to have attempted to raising additional revenue. The common man is already facing inflation and spending a lot on food, clothes, telecom gadgets, telephone bills and credit cards etc and a modest raise in passenger fare would have been accepted by the common man in anticipation of better passenger amenities. The freight rationalization measures announced will no doubt bring additional revenue but it cannot sustain the many on going projects that need funding.

Of the many ongoing projects, left in a limbo for want of funds, is the Mangalore-Hassan rail link. The earlier meter gauge link was dismantled a decade ago for gauge conversion. The people of Kannada region were thus deprived of the earlier link between Mangalore and Hassan in the hope of getting a broad gauge link. But even after

*The speech was laid on the Table.

a lapse of more than 10 years, only a part of the same has been completed i.e. between Mangalore and Subrahmanya Road. The Minister of State, Railway had assured that the link between Mangalore and Hassan will be commissioned by end 2005. Even in the current budget speech the Railway Minister has only mentioned of taking up the stretch between Subrahmanya Road to Sakleshpur during the year 2006-07. Thus, the completion of the entire Mangalore-Hassan BG link will take a few more years putting severe pressure on the state and national highways that carry heavy truck/lorry traffic to Mangalore port with commodities meant for export, especially iron-ore from 5 Bellary mines area. In the absence of rail link between Hassan and Mangalore, the road traffic has become intense causing congestion on highways and accidents therefrom.

I would, therefore, urge the Railway Minister to reconsider allocations for ongoing projects especially the Mangalore-Hassan broad gauge link between Subrahmanya Road to Nassau within the current financial year (2006-07) itself.

There has also been a pending demand from local residents living along the Konkan route, from Surathkal to Byndoor for provision of rail over/under bridges at many cross sections where roads intersect the railway track. There are many such points, presently served by level crossing, which are closed for most of the time for the trains to pass, thus blocking traffic. I would request the Hon'ble Railway Minister to allocate a part of the Central Road Funds, which are made over to Railways for construction of under/over bridges at level crossings for completion of important rail over-under bridges between Surathkal and Byndoor on the Mangalore-Madgaon section of Konkan Railways.

I would also appeal to the Hon'ble Minister to make further allocations for upgradation of amenities 'at all important stations in the region-Byndoor, Barkur and Kundaputa including platform sheds, spacious waiting rooms etc.

I would also like to mention that a long pending demand in regard to enhancement of reservation quotas (for intermediate stations) on all mail-express trains including Rajdhani' to enable long distance travellers enjoy the safety and comfort for reserved accommodation. During the construction of Konkan railway link, the Konkan Railway Corporation had acquired land from many local residents and farmers. The compensation paid for the

land was very meagre and in consideration of land made over to Konkan Railway Corporation, the displaced families were assured of employment to able bodied family members. There are many such youths from displaced families still waiting to be offered employment in Konkan Railways. I request the Hon'ble Minister that whenever recruitment's are made by KRC for Class-D posts, the members from displaced families be given preference.

Rakesh Mohan Committee had made a series of recommendations to revamp the working of Railways. None of the significant recommendations of Rakesh Mohan Committee has been accepted so far. The most important point was the setting up of an independent railway tariff regulatory authority on the lines of Telecom Regulatory Authority of India (TRAI) and the Insurance Regulatory and Development Authority (IRDA) which have vastly improved the working and finances of both telecom and insurance sector. Setting up of such a regulatory authority for fixing of railway tariff (both passenger and freight) on purely commercial considerations will help eliminate the present cross-subsidy system of upper class passengers subsidizing the lower class passengers.

I hope the Hon'ble Railway Minister will consider the above proposals and suggestions to make the railway budget more people-friendly.

[Translation]

*SHRI SITA RAM SINGH (Sheohar): Sir, I congratulate, honourable minister for Railways for presenting this historical Railway Budget 2006-07.

This is the first Railway Budget of independent India through which Lalu ji is trying to make railway compete with airline.

The budget will provide opportunities for the poor to make a journey by 'Garib Rath' an air-conditioned train and for the rich to make a journey on lesser fare.

The world class facilities would be provided in popular trains.

The Catering Corporation would issue licenses by floating the open tenders for providing facilities to the passengers in the trains.

In spite of increasing freight rate efforts have been made to decrease it.

*The speech was laid on the Table.

[Shri Sita Ram Singh]

It has been announced to introduce 55 pairs of new trains, extension the route of 37 pair of trains and also to increase the number of frequencies of 12 pair of trains.

The efforts have been made to make the Indian trains fast that is known for running late by making an announcement regarding increasing the speed of trains and decreasing the period of journey.

There is a proposal to allot ticket selling agencies to unemployed youths of rural areas in this budget.

The Minister for Railways has done his best to prove 'Lalu ki Rail' by taking care of interests of Bihar by increasing capacity of Rail Wheel Factory at Chhapra and Samastipur Workshop also for the establishment of a D.M.U. Shed Wagon overhauling workshop at Sonpur.

Besides, construction of new railway line Muzaffarpur-Sitamarhi and Ara Sasaram, and the doubling of Chhapra-Hazipur, Chapra-Ekam line and gauge conversion of Jaynagar. Darbhanga railway line would be completed for which I highly appreciate him and I demand to include the following work in the budget.

During the year 2006-07 itself:- the gauge conversion of Narakatiaganj-Sitamadhi section.

Doubling of Muzaffarpur-Motihari-Narkatiaganj.

After surveying Motihari-Sheohar Sitamadhi railway line already sanctioned the construction may be started by providing funds in the budget for this purpose. Motihari which is deeply associated with Mahatma Gandhi a new train may be introduced from Porbandar.

To conduct a survey for a new railway line Chakia-Pakadidayal-Patahi-Sheohar-Sitamadhi.

Construction of a railway cum road bridge near Borgania over Bagmati river. The construction of a railway overbridge at Motihari.

A railway halt may be constructed at Bamangama on the Sitamarhi Bargania rail line.

Finally I would like to say that the India Railway which we accumulating losses has now got the level of fund balance amounting to Rs. 11 thousand of crores and the pre-dividend internal resources has touched to 11 thousand of crores and its running towards fulfilling the

dream of placing the Indian Railway at number one in the world.

*SHRI RATILAL KALIDAS VARMA (Dhandhuka): Sir, the hon. Minister of Railways told that he is going to introduce numerous new trains. He also said about gauge conversion at some places and increasing the frequency of certain trains but name of Gujarat did not figure anywhere. Severe injustice has been done with Gujarat. I have been a member of this House since 1989 that is from the 9th Lok Sabha. I have been requesting every time for conversion of Botad-Ahmedabad line into broad gauge line and every time Minister gave me assurance but this work has not been started till date. A broad gauge line was laid from Surendra Nagar to Bhavnagar. New train was also introduced on this route but the people of Bhavnagar still journey from Bhavnagar to Botad, Botad to Ranpur, Limdi and then reach Surendra Nagar and from Surendra Nagar they reach Ahmedabad via Viramgam. It takes too much time and the route is also long. That is why I have been repeatedly saying that if broad gauge line is laid from Botad to Ahmedabad then it will become convenient for the farmers, traders, labourers, students and the common man of Bhavnagar and particularly for the people of Ahmedabad who up down daily on this route to reach Ahmedabad. It will also be beneficial for the employees. My second demand is that a new train may be started for Delhi directly from Bhavnagar via Viramgam-Mehsana. After a long struggle gauge conversion of Mehana-Viramgam railway line took place but only one train is run on it. At the time of gauge conversion and flagging of new train honourable Minister of State for Railways Narain Bhai Rathwa had visited Mehana station and given an *assurance in a public meeting* that a new train would be introduced for Delhi from Bhavnagar via Viramgam and Mehana. But the hon. Minister in his budget and in his statement has annoyed even Narain Bhai Rathwa a Minister in Gujarat Government. I have been repeatedly requesting to the increase reservation quota for those railway stations which are important for me, namely Botad, Ranpur, Dhandhuka, Dhaulka, Bavla, Sanand and Viramgam. I also requested to provide stoppages of some long distance trains at Lathidal, Ranpur stations of Bhavnagar division. I also demand that the train which runs from Viramgam to Mehana may also be given a stoppage at Detroj and Rampura stations. Apart from this, due to laying of broad gauge line some old crossings have been closed, I request that they may be kept open because farmers of the villages are facing problems. At some crossings, in the

*The speech was laid on the Table.

absence of the gatekeepers the farmers have to wait for two to three hours, gatekeepers should be posted there. Due to raising of the height of the line and not providing drains at the required places the water has logged in the fields. As a result, the farmers crops have been destroyed and they cannot reap their harvest in time. The drains may be constructed at these places after conducting a survey. Near Neelki crossing dirty water has logged in Viramgam because of which the poor and downtrodden people living near it face lot of problems and contract many diseases. That drain may be widened and cleaned.

Sir, for the last two years, for peoples movement and transportation there is only one culvert over a Nallah in Bavla city in my constituency. From there only two wheelers can pass with the increased population of Bavla city. The people face lot of problem because this culvert over the nallah is felt inadequate for the people going coming to and fro the main city. Therefore, the Government of India has sanctioned 15 lakh rupees from my grant to the department of railways for making an underground passage. A survey has also been done. Engineers come time and again and took measurements but no concrete action has been taken so far. My grant is not being used properly because of which the common man is getting agitated. Therefore, Sir, I urge the hon. Minister of Railways through you that this work may be started at the earliest and if there is any shortage of money then I am ready to give more grants so that the people of Bavla city get this facility.

I request the hon. Minister of Railways that if there is any need to make changes in the time schedule of trains of Bhavnagar division and Ahmedabad division, then it may be changed after consultation with the officials of passengers' Association. There are very few compartments in the train which runs from Ahmedabad to Botad. The passengers keep standing in that train. Sometimes the children and old people fail to board the train, they even do not get place to stand and face problems. The inadequate number of compartments are a big problem for the passengers. Sometimes the passengers quarrel to get a seat. So, I request that the compartments in these trains should be increased. For the service people who shuttle between Viramgam and Ahmedabad one minute stoppage may be provided a Sabarmati railway station for the morning and evening trains so as to facilitate the working people reach their work place conveniently.

At last, cleanliness must be maintained in local trains running in Ahmedabad and Bhavnagar division, electricity system must be repaired, the small and broken platform must be widened and repaired. Where the level of platform is lower it should be raised up to the pedestal level of the train. Summer season is approaching so water coolers should be kept at each station. Platform should be kept clean. Computerised reservation facility should be provided at Botad railway station. For the security of the people police should be deployed in night trains. I hope that the hon. Minister will consider my suggestions and issue orders to the officials for taking proper action thereon.

Mananiya Mantri Laluji
Budget Mein Bahut Sunaye Sher
Aur Vachno ka kar diya dher
Saal Jaate Nahi Lagegi Der
Bharat Ki Janta Legi Aapki Khair
Mat Bhulna Phir se Chunav Mein
Jaana Padega Pakadne Paer
Ek Saath Mat Kardo Bachno Ka Dher.

*SHRI ASHOK ARGAL (Morena): Sir, the hon. Minister of Railways presented the Railway Budget for the year 2006-2007 on 24th February, 2006. Several hon. Members have praised the budget. It is a good Budget from their point of view but if we go through the newspaper report of Chambal division and try to understand the sentiments of the people of the region, we can definitely conclude that the Railway Minister has not gifted anything to Chambal region.

Understanding the need of the area, a railway line was laid between Gwalior and Thyopur Kala in Jhansi Division under North-Central Railways 100 years ago during the British rule. 65 surveys were conducted in a span of two years. Survey regarding extension of Gwalior-Thyopur Kala-Kota line is being conducted since 1996-97. However, the Ministry of Railways has not approved the gauge conversion till now. It is really very shameful.

The situation of the railway track between Dholpur and Sar Mathura is the same. The poor, the Scheduled Castes and adivasi people of this backward area still travel in the trains running at a speed of 20-25 km/hour.

*The speech was laid on the Table.

[Shri Ashok Argal]

While travelling they have to face vagaries of the weather through it is being said that:

“Aam admi hi hamara devta hai,
Voh Jeetyega to hum bhi jeet panyengey,
Tabhi to yeh tai karkey balhain hain,
Phaisley ab usi key hak main jayangey.”

On the one hand the Government considers the common man as God, but on the other priority has been given to some special areas and special people.

Mureana Parliamentary constituency is the heart of Chambal division. Whenever a demand is made for providing stoppages of more trains at this place, it is being stated that the stoppages already provided are enough. This is sheer discrimination. Sachkhand Express, Karnataka Express and Hirakund Express train should be given stoppages at Murena station and Malwa Express and Mahakaushal Express train should stop at Vanmore station which is an industrial area.

Over bridges are required at Mureana-Lallaur, Shikarpur Chakki and Vanmore/Shanichara road railway crossing. Several accidents have taken a heavy toll since the railway crossing situated in the centre of Mureana city has been closed.

The closure of this railway level crossing has created difficulties for the students of Government college, Kendriya Vidyalayas and polytechnic college. It has affected the earning of rickshaw pullers and venders also because it is very difficult for them to move on the overbridge constructed there while carrying load. I request that this railway level crossing may be reopened. Other important aspects left in the budget may please be included.

[English]

*SHRI SANAT KUMAR MANDAL (Joynagar) : I heartily congratulate the Hon'ble Railway Minister for his sincere efforts in bringing out many a number of good proposals in the Railway Budget for 2006-2007. First of all, I must appreciate that he tried his best for a balanced Railway budget and for not increasing the train fares, which made the common man happy.

While I am delighted to note that he made the Railways a profit-earning sector of our nation, there are some proposals which are to be reconsidered for

modifications. For example, introduction of 55 new trains have been in this Budget. It is a good achievement that such a high number of new trains are introduced. But Like-wise the I AC and II AC fares have been reduced to make the Railways more attractive to the Airlines. However, how the Railways will be competing with the Airlines in reducing the journey hours? Moreover, the “Garib Rath” has been left out. However, I am to ask the Government that how the railways is going to describe the poor people who can visit Metropolitan Cities and State Capitals, wherein this “Garib Rath” is introduced. Instead the Railways should look towards the daily passengers utilizing the local trains/EMUs for their offices/schools, etc. They are the real poor. For them, the daily local trains/EMUs should be provided with more compartments, more frequencies with lot more amenities to make them comfortable in their daily routines. For instance, I am to mention that even the number of passengers using the local trains/EMUs are increasing 25% approximately. The Government should look into this.

There is also proposals for introduction of private players in the cleanliness of Railway premises, ticket booking through BPO, goods wagons for freight, etc., as an effort to modernize the Railways. It seems that slowly the Railways is being privatized in the name of modernization. When the Railways can be a profit-earner with the existing Government set-up, why the privatization efforts are being made? It should not happen and the Railways can have a modernized look without involving private sector.

I am to state the Government have a policy for the Eastern parts of the country i.e. “LOOK EAST. But nowhere this policy is reflected in this Railway Budget. Overall the Eastern and the North-Eastern parts of the country are neglected ones. Especially, the Northern Bengal is highly neglected. Because there is a long pending demand for introduction of Super-Fast/Fast Express trains between the Agartala - Sealdah Section (Via Kumarghat) and Kolkata— Silliguri. But there is no such proposal in this Railway Budget. Time and again, this matter was taken up by the Hon'ble Chief Minister of West Bengal with the Central Government. Therefore, this matter should be considered by the Hon'ble Minister to prospect these Sectors.

There are a number of on-going railway projects in the South Section of Sealdah Division under Eastern Railways. The doubling work of Sonarpur—Canning is on there. However, the Phase-I of the project i.e. Sonarpur

to Ghutiarisheriff has been started seven years back and it is yet to be completed and the Phase-II i.e. Ghutiarisfieriff to Canning is yet to be started. The delay in this regard is mainly due to inadequate budgetary allocation. Canning is the Gateway of Sunderbans - consisting the world's largest delta. National Park and Wildlife Sanctuary—attracting a huge number of tourists from inland as well as foreign countries. If the Government initiates implementing the proposal for making Sundarbans as an Eco-tourism Centre, it would be a place to be visited by the people from all over the world. In these circumstances, this doubling work between Sonarpur—Canning should be expedited with more budgetary allocations and the work should be speed-up. Also the extension of railway line from Canning to Sonakhali should be taken up by the Government as the Sonakhali would ease the tourists to reach the Sundarbans through railways at a nearest point. It is understood that a survey has been carried out to assess the feasibility of the line and the Government of West Bengal has also recommended for the economic viability of this railway line to the Railways.

It would not be out of place to mention that from Canning, the marine products, vegetables, etc. of the Sundarbans region, are reaching Kolkata for further transportation to various parts of the country as well as for exports to various countries. Also a huge number of school-going/college-going students and office-goers are commuting on the trains in this line daily. However, in the absence of double line, a lot of hardships being experienced by the people as well as business community of this area. They have to use the road transports which in turn affect the profits of the railways and also the poor people and business houses, who are to spend more money on road transportation. This doubling work would improve the overall economy of this Sundarbans region.

Also the Baruipur—Laksmikantpur doubling work is still at ground-zero level as no work has been started yet. Necessary Budgetary allocations should be made for this work also for expeditious completion of this project.

I would like to urge upon the Hon'ble Railway Minister for expediting the railway projects, as mentioned above, pertaining to West Bengal as well as to make necessary modifications in this Railway Budget to benefit the common man. I welcome the measures taken by the Hon'ble Railway Minister to present a good railway budget and with this I support this Railway Budget.

*SHRI S. MALLIKARJUNIAH (Tumkur): Sir, I would like to place before this house the following points pertaining to my Parliamentary Constituency—Tumkur.

First of all I would like to invite the attention of the Government regarding the problems faced by the people of my Parliamentary Constituency Tumkur. There is a long standing demand of the people of Settihall Gate Town in Karnataka for a train from Bangalore to Varanasi. There are lot of aged persons are traveling to Varanasi - Holi place of Uttar Pradesh on pilgrimage. Now a days the pilgrims and Merchants of Silk are traveling via Chennal. They have to go to Chennal to catch train for Varanasi. As such the aged pilgrims are facing lot of problems in changing the trains and quite often they are missing the trains. I therefore once again request you to kindly introduce a New Train from Bangalore to Varanasi in order to fulfil the ambitions of the ages pilgrims to have pilgrimage at their last stage of life.

Secondly there is only one train in the evening from Bangalore to Tumkur which leaves at 5 PM. As such it has become very difficult for the office goers to return their homes. It will be very convenient for the people if a new train is started from Bangalore to Tumkur at 7. and 7.30 PM. This will also reduce the heavy rush during peak hours. Thirdly the Doubling of Railway line between Tumkur and Bangalore (Yeshwantpura) is very slow. This work has been initiated by Shri Jaffar Sharief when he was Railway Minister i.e. about 10 years back. The Traffic in this sector is high. There are thousands of people traveling from Tumkur to Bangalore daily. During peak hours i.e. at 7.30 AM there is a train to Bangalore which is overcrowded and passengers are not able to even stand in the train. Due to continuous frustration, the passengers at Kyatasandhra, and Hirehalli, there were instances of blockade of trains. With the result, the office goers are not able to reach their office well in time.

Further one New train has to be introduced at this section. In spite of repeated representation from the passengers, the authorities are not taking any concrete step to speed up the doubling job on the pretext of insufficient fund. Keeping in view of the alarming situation. I request the Government to increase the number of bogies (at least 5 bogies) in this 7.30 am train till the completion of the doubling work of the Railway line. Take this opportunity to request the Hon'ble Minister to take necessary steps to earmark sufficient fund for the completion of the Line Doubling job at this at this sector

*The speech was laid on the Table.

[Shri S. Mallikarjuniah]

during the current financial year and release the same without any further delay.

Further the goods godown at Tumkur Railway Station has to be shifted to either Hirehalli or Maksandra where sufficient land is available as also it is very close to the National Highway. This will reduce the over crowd at Tumkur Railway Station. In Tiping Extension there is a small railway station where most of the trains are stopping for a short while and it is blocking the railway cross. As such the Platform has to be widened so as to avoid the blockade at the railway crossing.

Another important thing I wants to put before this house that the Railway Stations between Tumkur and Bangalore are not having sufficient basic amenities like Drinking Water, Shelter, Sanitation, Seating arrangements, etc. Further the passengers from the opposite side have to cross the Railway line which is a risky job and for this purpose foot path like an overbridge has to be constructed wherever it is essential.

SHRI LALIT MOHAN SUKLABAIIDYA (Karimganj): Respected Chairman Sir. I stand to support the Budget proposals submitted by the hon. Railway Minister. This Railway Budget has been appreciated all over India by the people of all walks of life. I found that my friends from the Opposition who talked for about six hours yesterday supported this Budget. Some of them only wanted inclusion of some provisions. Our request for inclusion is not opposition. They have also supported the Budget proposals submitted by the hon. Railway Minister.

As there is time constraint. I may not be permitted to speak for long. That is why. I am not telling what good things the Minister has done in his Budget. But one point, which is told by everybody, I must rather mention is that he tried to encourage all sections of people in his Budget by extending trains, by reducing the journey time, by introducing new trains and by making provision for unemployed. For the good services rendered by the employees, he inspired them by making provisions for several amenities Even he has not forgotten the sportsmen of the Railways who want some international events.

During his tenure. Nilgiri railway has been declared a world heritage status by UNESCO. This credit also goes of him. That is why, he has justified his words.

[Translation]

Sense of service in mind and a smile at the lips.

[English]

Sir, while welcoming this Budget. I want to say something regarding my Region, that is the North Eastern States. I belong, to the North East. My constituency is Karimganj

Sir, we wanted to have some provisions for our development and to reduce the inequalities of our region. You know North-East is lagging behind the rest of India. We wanted two trains; one for Mumbai and other for Kolkata from Guwahati. We wanted one overnight express from Guwahati to Kolkata because Kolkata is our commercial headquarters. As Guwahati is the headquarters of the North-Eastern Region, we do trade and commerce with Kolkata. That overnight express would push up the trade and commerce in our region but we did not get that. However, one train, the frequency of Saraighat Express has been increased from three days to five days. Now, still there is time. I would request them to convert this Saraighat Express into an overnight express by reducing the journey time of this train.

We also wanted one sleeper factory for our economic development. We also wanted to declare the Boglil project as a national project. We also wanted to extend some MG lines in our region. But we did not get that also. In Barak Valley, which is the most undeveloped area in terms of railway conductivity, we demanded that Dullavchhera to Chheragi railway line should be extended. Dullavchhera is the last railway station established by the British people 100 years ago. Within these 100 years, the population has increased. In Chheragi and beyond areas, there is vast population and now they have no railway conductivity. So, I would request the Railway Minister to Kindly make provision for extension of the railway line from Dullavchhera to Chheragi.

Another point is regarding conversion from Katakhal to Bhairavi. It was sanctioned in the year 2004-05, The estimated cost was about Rs. 88 crore. Last year no allocation was made for this conversion project. This year also there is no allocation. It is written that the work will be taken up at the appropriate time when the BG will be converted.

MR. CHAIRMAN : Please be brief.

SHRI LALIT MOHAN SUKLABAIDYA : Sir, I have been waiting since last many hours Please give me some time. Yesterday, I waited here about three hours for this. Please allow me two minutes' time.

So, I would request them to kindly take up these works this year.

All the trains in MG lines are moving at a snail's pace. I would request them to kindly renew the tracks so that the speed of the train can be increased.

Again, another point is that our NDA friends had told that during their time, there was a lot of development but we find from the railway papers that during the six years of their regime, they could spend only Rs. 245 crore out of the estimated expenditure of Rs. 1400 crore for conversion of Badarpur-Lumding railway line. So, within six years, they could not do anything. Only during the UPA Government, the work is pushed up. I would request the UPA Government to complete the work within 2009, which is our stipulated time to complete the BG conversion work, because before conversion of this line, no BG train can run in Barak Valley and as such even if you complete the Kumarghat and Tripura railway line or Silchar, Ziribum and Manipur railway line, that cannot become useful to the public.

MR. CHAIRMAN: Please sit down

SHRI LALIT MOHAN SUKLABAIDYA : Please allow me to lay down the remaining portion.

MR. CHAIRMAN: All right, no problem.

SHRI LALIT MOHAN SUKLABAIDYA : While the entire North-Eastern Region is lagging behind India, Barak valley is trailing behind North-Eastern Region.

In Barak Valley, Silchar has been declared as the Model Station. I visited the station only two week back and found that the very old cemented surface of the platform has become muddy. The upper class waiting room has a long dining table, some plastic chairs and a small Indian type latrine.

This is the condition of the Ladies' Waiting Room also in the upper class. From this, one can imagine what would be the condition of the second class General Waiting Room.

... This part of the speech was laid on the Table.

Badarpur is also another very important railway station which is also a junction and sub-divisional headquarters. The waiting rooms are of the same condition—platform is broken and dilapidated, latrine for the general class is not accessible and the lids of the sanitary tank are broken.

In reply to my question in Parliament, the Minister stated that in 2004-05, they have spent Rs. 119.80 lakh as against Rs. 153.60 lakh allocated on passenger amenities in Lumding division. The amount spent during 2004-05 was Rs. 33.49 lakh on stations. I do not want to say anything about the smaller stations where one cannot get even drinking water and there are hardly any sitting arrangements. Our trains are moving at snail's pace as if we are living in the age of bullock-carts and the people are very much dissatisfied with the railway system, which earned a lot of revenue in the past.

In branch lines, trains move at a maximum of 10 kilometres speed at its own schedule. Nobody knows at what time the train will come to the station. When the people see that a train is coming, they run to the station from the bus stand.

Therefore, the sign of the professionalism, which is shown in all India Budget is not in our place.

While the Railway Budget envisages the spirit of competition with the airlines, no body of the railways wants to compete with the transport services in Barak Valley.

Rather their action inspires transport services by suspending trains because in 2004-05, trains were suspended for 102 days from Badarpur-Lumding, which caused a lot of sufferings in supplying the essential commodities.

However, I thank the Hon. Minister for the Katakhal bridge for which I had spoken several times. It is now nearing completion.

Therefore, I request the Hon. Minister to kindly consider the miseries of our people for lack of easy conductivity, which could be provided by an efficient railway system. And only the improved railway transportation can develop our region at par with the rest of India. Otherwise, we will remain as undeveloped as we are since the last five decades.

I believe our difficulties are not properly placed before the hon. Minister as no meeting of the Informal

[Shri Lalit Mohan Suklabaidya]

Consultative Committee was convened by the Railways and that is the forum in which these problems could be thoroughly discussed and put on record. Only a meeting of MPs was called just two days before the current Parliament Session. Perhaps, that meeting could not be attended by anybody due to strike.

However, I thank the Chairman of the Railway Board. He kept his word by visiting some BG construction sites in Badarpur-Lumding section for which I also requested him. I believe his visit has ensured improvement in the quality of work as, otherwise, there was suspicion in the minds of the people due to collapse of a pillar under construction in Barak river after spending more than Rs. 2 crore by the time.

Sir, the railway system in our valley is completely derailed, I request the hon. Railway Minister to take action so that the system can be put back on rail, and to allot funds for the extension and conversion as I requested.

With this I support the Railway Budget proposals for 2006-07 presented by the Hon. Railway Minister.*

[Translation]

SHRI RAJIV RANJAN SINGH 'LALAN' (Begusarai): Mr. Chairman, Sir, I express my gratitude to you for giving me an opportunity to speak on the Railway Budget. The hon. Railway Minister presented the Railway Budget in his own unique and inimitable style for which he has been famous in Bihar for the last 15 years - while digressing from the main issues he is apt at colloquially fudging them and emphasizing on certain things just to gain cheap popularity.

While citing an example, I would like to elucidate on it pointwise without taking much time of the House. The hon. Railway Minister has announced reduction in the railway fare of 1st AC and IInd AC coaches for which he has been showered a lot of praise. But I would like to know in what respect is it a praiseworthy step. What percentage of our country's population travel in AC coaches? It is right that the Railways is a business organisation and it maintains the record of profit and loss but Indian Railways has some social obligations also. And there is a reason behind reducing the fares of 1st AC and IInd AC coaches. His motive is to compete with the Indian Airlines as the number of railway passengers is registering a decline. That is why he reduced the fare of AC coaches in comparison to those of Indian Airlines. If he had a sympathetic attitude towards the poor people

of this country, he would have reduced the fare of the sleeper class. However, he did not do that. The Railway Minister is claiming to have increased the efficiency of his department. If it is so, then why passenger amenities are being privatised. He should have undertaken the work of increasing passenger facilities with the help of the employees of the department if the efficiency is really increasing. But this work is being given in private hands. Indirectly, it is being done to gradually privatise the Railways. We should remain careful in this regard as Laluji is an expert in such activities.

In the first year of UPA Government's rule, he introduced Khadi and Kullahars in the Railways. He had announced this very emphatically. But where are Kullahars and where is Khadi, trains are running daily. Kullahars are no where. They are only in the Central Hall. The Railway Minister had announced that he will promote the cottage industries. Then, after two years of this announcement the hon. Minister should have come out with the number of cottage industries from where Kullahars were purchased by the railways and how many people were benefited through this move.

MR. CHAIRMAN: We will have to change our Mindset for using kulhad.

....(Interruptions)

SHRI RAJIV RANJAN SINGH 'LALAN': Mindset for 'kulhad' is such that today the potter makes 'kulhad' in villages but nobody buys it. Big contractors started supplying them in Railways. ... (Interruptions) I do not want to go into who supply them. But they should have discussed its benefits in the House that the cottage industry in the state was getting impetus, so many potters were getting employment as a result thereof. But he did not do it. So many people from Bihar are aware of this. He has been famous for making such announcements. He made several other announcements like Charwaha Vidyalya and all but nobody know what became of them. Some time ago, he was in news for taking bath in the Harijan basti. There was much fanfare and for 5-7 days he got his photographs clicked however, there was no sign of this programme on eighth day. He has a lot of interest in putting up in these kinds of spectacles. He wants to translate the same into action in Government of India. That is why he has an inclination towards such cheap gestures. ... (Interruptions)

*Not recorded.

[English]

MR. CHAIRMAN: Nothing will go on record except the speech of Shri Rajiv Ranjan Singh Lalan.

...(*Interruptions*)*

[Translation]

MR. CHAIRMAN: Rajiv Ranjan Singh ji, please continue your speech and Ram Kripal ji, please go to your seat.

[English]

Nothing will go on record except the speech of Shri Rajiv Ranjan Singh Lalan.

...(*Interruptions*)*

[Translation]

MR. CHAIRMAN: Nothing except the speech of Shri Lalan will go on record.

SHRI RAJIV RANJAN SINGH 'LALAN': Ram Kripal ji, please wait, you will also find development in Bihar (*Interruptions*) As observed by Mr. Chairman right now that one will have to change one's mindset. ...(*Interruptions*)

MR. CHAIRMAN: Ram Kripal ji, your speech is not going on record. Lalan ji, please address the Chair.

SHRI RAJIV RANJAN SINGH 'LALAN': Hon. Minister of Railways has made this claim that Railways have earned huge profits. How they have earned it should also be analyzed. Today every one in the Railways knows that goods are being overloaded. The goods are being overloaded in the (14 trains, irrespective of the safety aspect of Railways and without the approval of the Railways Safety Commissioner merely with the objective of earning money. It may bring short term gains however, it would be loss incurring business in the long run. That is why goods, wagons are being loaded more than the capacity without inspecting the railway track and without the Railway Safety Commissioner's report.

I read in the newspapers that the speed of Shatabdi Express playing from Delhi to Agra has been increased to 150-km/hr. It has also been reported that this has been

done without the sanction of the Railway Safety Commissioner. His inquiry report was ignored and it was done for gaining cheap popularity. God forbid should, there be an accident then either the Ministry of Railways or the Minister would accept their responsibility? We are holding the safety to ransom.

Hon. Minister of Railways gave this assurance during his budget speech that all the safety measures would be completed by the year 2008. One and a half years are remaining in the completion of the term. It means that the railway safety measures are almost complete. Whereas train accidents have only gone down by 40 per cent. It gets manifested in the figures given by him. There should be comprehensive discussion on the reasons why the train accidents have not reduced despite almost all the safety measures being taken seriously which he should explain the measures being taken to check these accidents... (*Interruptions*) Ram Kripal ji, you have already made your submission. Allow me to speak as well.

MR. CHAIRMAN: Lalan ji, please conclude since you have already taken ten minutes.

SHRI RAJIV RANJAN SINGH 'LALAN': I will conclude in two minutes. The hon. Minister of Railways stated in his budget speech that 200 passenger coaches would be increased for which 450 platforms will be extended. But he has only provided for Rs. 60 crore in his budget. This is unthinkable, how can the project of 450 platforms be completed with merely Rs. 60 crore. Is it not tantamount to playing with the safety of railways.

Mr. Chairman Sir, Rs. 23,475 have been provided in the railway budget. The Railway Minister will mobilize funds to the tune of Rs. 11,350 crore from internal resources which is approximately 46 per cent of the total allocation. I would like to ask from where they propose to raise the remaining funds and how? How they will raise that money? If they will raise it through loans or through public investment then, it would definitely be compounded by interest which would result in internal burden, which does not find any mention. I will conclude by referring to some schemes of Bihar.

The list of trains introduced by Hon. Minister began with Bihar ended with Bihar and at the outset he referred to Bihar which led to some misunderstanding that lot of trains are being given to Bihar. On the contrary the hon. Minister did not give anything to Bihar, it became infamous

*Not recorded.

[Shri Rajiv Ranjan Singh Lalan]

for no reason. Several important schemes of the States have not been completed. No, progress has been made on the Damniana to Shekhpura via Barveegha railway line in my constituency despite being a very important scheme, Mr. Chairman Sir, you know the work on NTPC project in Barh is going on. The then NDA Government sanctioned the work of linking Rajgir to Tilaiya so as to make the transportation of coal available at cheaper rates. But the work under the scheme has been discontinued for the last two years. How much budget has been sanctioned to that scheme? If the NTPC's project in Barh is complete and coal is not be supplied at cheaper rates then cost of production of electricity would increase and would also affect the NTPC's capacity of electricity generation. That is why Bihar has earned a bad name. He has discontinued several schemes of Bihar. He sanctioned Rs. 50 crore only as a formality and kept the amount restricted, because he could not cancel those schemes.

Gauge conversion was referred to by the Hon. Minister of Railways during his budget speech and also gave an assurance of introduction 10-15 trains (after the gauge conversion) When would gauge conversion take place? First he should get the gauges converted then announce new trains. All these acts are driven with the motive of gaining cheap popularity.

Mr. Chairman, Sir, railway's system is such that if it is played with, it would prove to be dangerous in future, dangerous for the passengers and our citizens as well. With my gratitude to you, with these words, I would like to conclude my speech.

[English]

*PROF. BASUDEB BARMAN (Mathurapur): Sir, I draw your kind attention and, through you, the kind attention of the Hon'ble Members of this august House, to the plight of the people of the Sundarbans area (in the Districts of North and South 24 Parganas) of West Bengal. My Parliamentary constituency 16 Mathurapur (SC) forms the most extensive part of it. Due to non-availability of adequate railway service facilities, they are suffering a lot and I, on behalf of the people living in the Sundarbans area, beg to place before the House some of their pressing demands so far as railway services are concerned, and I request the Hon'ble Railway Minister for due consideration of the problem especially in the background of the socio-economic condition and hardship

*The speech was laid on the Table.

faced by the people of the area, most of whom come from downtrodden section of our populace and many of whom belong to BPL families.

I like to request for the extension of railway network facilities for Jaynagar to Raidighi, Canning to Sonakhali, Jaynagar to Jamtala, and Park Circus to Dhamakhali on a priority basis. I would also request the Hon'ble Railway Minister to introduce three pairs of additional local trains on daily basis for each of Sealdah-Diamond Harbour Section, Sealdah-Lakshmikantapur-Kakdwip-Namkhana Section, and Sealdah-Canning Section. I like to add that I often travel by Sealdah-Diamond Harbour section, Sealdah-Lakshmikantapur-Kakdwip-Namkhana Sections and like to say that sometimes the rush of passengers into the trains is such that the situation appears to be inhuman and people commuting suffer like anything—this is particularly true for the Sealdah-Lakshmikantapur-Kakdwip Section when it has been inaugurated and extended to Namkhana on 30.01.2006 by the Hon'ble Railway Minister. Another pressing problem is due to single line system. I request the Hon'ble Railway Minister for laying of double-lines in the Baruipur-Diamond Harbour and Baruipur-Lakshmikantapur-Kakdwip sub-sections (recently, a small track of the Baruipur-Diamond Harbour sub-section, from Baruipur to Magrahat is going to have double-line, detailed estimate has been sanctioned and tenders are being processed—vide No. 2005/W-2/NL/ER/SA/Rule 377 dated 15.2.2006 from Shri R. Velu, Hon'ble Minister of State for Railways to the undersigned), again on priority basis to lessen the suffering of the travelling public. Also, a halt station at Madhavnagar Road between Nischindapur and Kashinagar stations in the Sealdah-Lakshmikantapur-Kakdwip-Namkhana Section is of immediate necessity as many people have to walk down long distances to approach either Nischindapur or Kashinagar to avail of train-travel.

I like to draw the attention of the Hon'ble Railway Minister regarding proper maintenance of the railway platforms in many of the stations of the Sections mentioned above particularly those situated in the rural areas; some are in a very bad shape and require immediate repair and renovation. Besides, proper and regular cleaning of the train compartments, adequate and proper toilet facilities with running walker on the platforms of all the stations, adequate lighting on the platforms and their proper maintenance, safe drinking water facilities at every station, sitting spaces on the platforms, etc, are of urgent needs for benefit of the passengers, and I request the Hon'ble Railway Minister to please look into.

*The speech was laid on the Table.

*SHRI M. APPADURAI (Tenkasi) : Sir, First of all I would like to thank you for having given me an opportunity to take part in discussion on Railway Budget-2006.

I welcome this budget and congratulate Railway Minister (Shri Lalu Prasad) on behalf of Communist Party of India for presenting this common people oriented budget.

I congratulate the Railway Minister for announcing that the Pothigai Express will run 3 days a week at present to daily from Chennai Thenkasi and also announced that this train will also stop at Tambaram. It is a very long demands of the people and fulfilled the dreams of Southern District of Tamilnadu.

At the same time I want to point out some demands of the people of Tamilnadu to include it in the budget for speedy implementation.

A long pending issue of Tenkasi-Shencottai Meter gauge line to be converted to Broad gauge.

Necessary steps to be taken to stoppage Pothigai express at Pammbukovilsanthai as it is a very famous market place in Tirunelveli District. It will be great help to around 30 villages if the train will stop at Pammbukovilsanthai.

A daily passenger train may be introduced between Tuticorin-Madurai and from Tuticorin to Coimbatore as both the destinations are linked with business, educational and lot commuters i.e. students and businessmen will get more benefit and railway will get more income also.

A new railway line to be laid from the Pilgrimage city of Palani to Bangalore via Palladam.

I request the Hon'ble Minister to take necessary steps to give free railway pass to State Freedom Fighter's. Pensioners who are almost senior citizens and very less, it wouldn't cost more financial burden to the Railway Ministry.

Tamilnadu is the only State where meter gauge lines are not converted for many kilometer which hampers the economic growth of Tamilnadu as well as whole India. A double line Broad gauge line to be laid between Chennai and Kanyakumari which reduces the train traffic and easy movements of passengers trains and goods trains also.

As well as from Trichy to Kanyakumari line to be electrified at the earliest. A new railway line services may be introduced between Kanyakumari-Tiruchendur-Tuticorin-Ramanathapuram.

Immediate steps to be taken to convert Meter gauge line to Broad gauge line from Chennai-Villuppuram-Kadalur-Maviladuthurai-Karaikudi.

In this common man friendly budget, the Railway Minister has reduced the fare charges for First A/C and Second A/C. The same way the second class (Sleeper class) fare also to be reduced so that the poor and middle class people will get benefit.

The Railway Minister has announced that the production of railway coaches in ICF to be increased. It is a welcome step. But I have the privilege to bring it to the notice of the Railway Minister that many works in ICF Factory are awarded to the private contractors and this practice may be stopped and such works may be carried by ICF itself.

The ICF has given training to many students who have passed from Technical Training Institute for which the Railway Ministry has to be spent Rs. 2 lakhs for such training and such trainee to be-observed in ICF.

Railway Minister to take immediate steps to give employment opportunity in ICF to one of the family members of those who were retired from IFC irrespective grade/designation.

Timely promotion may be given to Group TT employees as recommended by Fifth Pay Commission for which converted people are also to be taken into account for such promotion and they will not be spared in the name of conversion.

Promotion may also be given to Ex-Servicemen/Army men who were joined in Railway 10 years ago.

There are so many posts, number of post are vacant and these are to be filled immediately so that large number of unemployed youths will get employment. Employment opportunity may be given on compassionate ground to those family members who were died while on service/retired.

The sleeper class coaches almost in all trains are looks very dirty and its maintenance are very poor. Railway Ministry will utilize the unemployed youths

[Shri M. Appadurai]

particularly from SC/ST people, for such work to maintain the coaches neat and clean. Likewise the platform also in all railway stations throughout India.

Most of the railway lands at present are lying vacant and unproductive. I request the Hon'ble Minister to utilize such vacant land for commercial purpose so that the Ministry will earn some income and utilize such income for the developmental purpose.

The food supplied in the trains against payment are very less in quantity, rates are very high and the quality also very poor. I request the Hon'ble Minister to take necessary steps to maintain to serve high Quality of food. As well as during summer, in the long distance trains, 5 litre water bottle may be provided instead of providing 1 litre water bottle providing in the trains against cash payment.

One Railway over-bridge may be constructed in Tuticorin, it is a very long pending demands of the people of the industrial oriented city. It is also not possible to construct over bridge by the concerned Panchayats. One railway over bridge may be constructed at Tenkasi i.e. Tenkasi - Maduria highway.

Many a railway porters are become jobless and the Ministry may take necessary steps to ensure to provide job to porters regularly.

Necessary protection of the passengers particularly ladies may be given while travelling in the train.

Finally, I request the Honble Minister to take necessary steps to maintain punctuality of the train, so that people, particularly officer-goers and college students will more utilize the train services.

At present the railway services are improved very lot after assuming UPA Government and I wish the services to be improve more in near future. I conclude while congratulating the Railway Minister once again.

*DR. SUJAN CHAKRABORTY (Jadavpur): Sir. I support the Railway Budget for the year 2006-07.

However, I have to make the following demands for consideration of the Railway Minister While finalising the budget proposals as enumerated below :

*The speech was laid on the Table.

The Railway minister has announced in his Budget proposals a very important project of construction of Dedicated Rail Freight Corridor on the Golden Quadrilateral and its diagonals. This is proposed to be a Multimodal High Axle Load Freight Corridor with computerized control on eastern routes at an estimated cost of Rs 22,000 crores. The Western Corridor will connect Mumbai port with Delhi. Whereas, the Western Corridor will be from Ludhiana to Sonnagar—promises have been made to develop feeder routes to connect Sonnagar with ports in West Bengal as per traffic needs.

The twin ports of Calcutta and Haldia (under Calcutta Port Trust) have emerged as the one of the leading ports in the country by increasing volume of handling of cargoes. Moreover, Kolkata and Haldia are fast becoming the nodal points for increasing economical activities in the Staff the fact which can not be denied even by the cynics. Add to it, the huge hinterlands of entire Eastern India and several land locked countries like Nepal, Bhutan etc.

It is very much necessary to extend the proposed Eastern Corridor upto Calcutta at the first instance. The point has been raised on several occasions by various MPs.

The people living in Sunderban area do not have the facilities to avail the opportunities of railway services even today, although they live very near to the Headquarters of Eastern Railways i.e. the city of Kolkata. Accordingly, suggestions were forwarded to the Railway Ministry for conducting surveys for laying operating new rail routes in Sunderban area. Discussions were held with Minister, Minister of State and other senior officials of Railways. In short, the suggestions were for conducting survey for new rail lines (a) from Piyali Station (on the Sonarpur — Canning Section) via Jeevantala, Sarberia upto Sonakhli on the east side of the Matla River, (b) a branch line from Sarberia to Dhamakhali on west side of Dalgachia River, and (c) Roydigi in Sunderban (which falls within Mathurapur II Block and which is emerging as the biggest and most developed economic centre of Sunderban area, but which lacks any railway connection) with the nearest railway station of Jaynagar/or Dakshin Barasat in the Sealdah South —Lakshmikantapur section.

Understand that Construction Department of Eastern Railway recommended favourably to the Railway Board

for the proposed survey. The cost for this survey is also understood to be estimated at around Rs. 5 lakhs.

The proposals for Survey need to include rail routes in Sunderbans. The project, if taken up, will help over a million people living in the area.

Extension of Sealdah—Budge Budge Line Upto raichawk under Sealdah South Section of Eastern Railway.

SHRI SUNIL KHAN (Durgapur): Sir, I stand to support the Railway Budget for the year 2006-07 as we are a supporting party, but with heavy heart and with some reservations. I welcome the Railway Minister for not increasing the passenger fares. That is good. But the common passengers are not getting the basic amenities, not only in the Railway station but also in most of the trains. What is the number of reportable accidents that had taken place during the last two years? It is very unfair on the part of the Railway Minister that they have neglected Kolkata with respect to new freight corridors, but Kolkata is the gateway to the North-Eastern region. So, it should be looked into.

Specially, it is very heartening to note that all the States of our country are still not linked with the railways. In the year 1996, the United Front Government had announced from Jammu to Kashmir project and Kumarghat to Agartala project, but these projects are still pending. Even after 59 years of Independence, the Railways have not been able to connect with so many States, like Jammu to Kashmir and Tripura. So, this matter should be looked into. That is due to non availability of funds.

What is happening? Actually our motto is unity in diversity, but what is happening is that regional imbalances are growing. If the regional imbalances keep growing, the country should think over; otherwise, terrorism will grow just like President Bush, who is called an unwanted guest. So, it is very difficult for our country to resist it.

15.00 hrs.

The Minister should be the Minister of the Indian Government, and the Minister should not be the Minister of that State from where he comes. The Minister should be the Minister of the Indian Government, and not of his State or his constituency. This is the reason why regional imbalances are growing. I think, the Minister will look into this matter so that the regional imbalances can come down.

[*Translation*]

MR. CHAIRMAN: Balashowry ji, you can't go to official gallery.

[*English*]

SHRI SUNIL KHAN : Yesterday, I was sitting in the Chamber of the Lalu Prasad ji, in Room No. 6 situated in Lok Sabha premises. I wrote a letter to the Railway Minister for confirmation of a wait listed ticket and dropped it in the drop box. The person was going from New Delhi to Patna by Sampark Kranti Express. When I telephoned the Commercial Director from the office of Lalu Prasad ji, I was told that it was the duty of the Railway Minister. When the PA of the Minister telephoned him, the same thing was repeated. Actually, the bureaucrats are running this business. I want to know how much quota the MPs have in case they wish to recommend for the confirmation of certain wait listed tickets. In very rare cases, we write one or two letters recommending the confirmation of wait listed tickets, but such tickets are not being confirmed. This should be looked into.

Coming to the Rakesh Mohan Committee Report, during the NDA regime, we opposed it as they were trying to divert small divisions so that the private owners could purchase those divisions. Actually, in some of the Rajdhani trains, lunch and dinners are prepared by the public sector units, that is, by the Railways itself. What is happening in Sealdah Rajdhani and other Rajdhani Express trains? He has declared that in all the trains, it will be done by the private parties, that is, by the private contractors. The money that is allocated per meal is not being spent properly, as far as the passengers are concerned. That should be looked into, that is, how much they are taking and how much they are spending on these things.

[*Translation*]

MR. CHAIRMAN: Several hon. Members of your party are yet to speak.

[*English*]

SHRI SUNIL KHAN: Some of the projects in West Bengal were started some 20 years back; in case of some projects, they were started 10 years back. However, the fund allocation is poor. The Sonamukhi-Raina Bankura

[Shri Sunil Khan]

Damodar Railway line was started by the then Minister of Railways. A train is already running between Sonamukhi and Bankura. But after Sonamukhi, the line, which is to be extended further, is pending due to shortage of funds. This year, the fund allocation is very poor and, therefore, it will not be completed within the time frame. Even though a survey was done from Raniganj to Bankura, no fund has been allocated this year.

The same is the case of Bankura-Mukut Manipur line. The funds allotted are so low that work cannot progress at all. The Government has declared so many projects and it has no idea how to complete them. So, I would request the hon. Minister to please look into this and ensure that projects pending in the eastern sector for 10 to 20 years be completed at the earliest.

Rail lines were laid in West Bengal during British period because it suited their business interests. Most of the railway projects in West Bengal date back to British days. I would like to know from the hon. Minister as to how much money was allocated to West Bengal in the 59 years of Independence.

Coming to the issue of railway hawkers, we the Members of Parliament from West Bengal met the Railway Minister. The Minister assured us that railway hawkers would be given licences. However, nothing has happened on that. The issue is still pending. The Minister was talking about the *Garib Rath* in his Budget. A *Garib* remains a *garib* always. He does not get any benefit. The Minister has brought down the AC fare's by 15 per cent and facilitated the rich. But he has not reduced the fare of middle-class and poor passengers. The Government has to think of the welfare of people living below-poverty line. The Government must endeavour to ensure that people living below the poverty line come above the poverty line.

It was assured that the travel time of New Delhi-Howrah Rajdhani will come down by one hour, ("appeal to the Hon. Minister to ensure that travel time of New Delhi-Sealdah Rajdhani comes down by an hour. Two months before, Sealdah Rajdhani was leaving from platform No. 10 or 12. Nowadays it is starting from either platform No 5 or 6. The Members of Parliament coming from various parts of the eastern sector are finding it inconvenient. They are in a dilemma as to which way they should go. This should be looked into. Most of the trains are not arriving on time. Three days ago, one of

the doctors was travelling with two blind passengers who had no reservation. The TTE took Rs. 500 from those blind people to give them berths. This is how things are happening on Indian Railways. Such things should be looked into.

The Railway Minister has already stated that railway fares have been brought down in keeping with the flight tickets. A large section of business people always travel from Delhi to Kolkata in flight. When the time taken for a flight journey is only two hours why would they switch over to train journey? You have to take care of the interests of poor and middle-class people. The timings of the trains should be linked with one city to another city.

The Chairman of the Standing Committee on Railways, Shri Basu Deb Acharia and I were present in a meeting held by the General Manager of Eastern Railways at Durgapur. The General Manager already assured the people about this as local people wish that a train from Durgapur to Howrah should be introduced. However, that demand is still pending. That should be looked into. Durgapur railway station should be modernised. More than five lakh people travel to and from Durgapur. Many industries are coming up at Durgapur.

Durgapur is the busiest station in the eastern sector. Hence, it should be modernised and provided with all facilities. ...*(Interruptions)*

[Translation]

MR. CHAIRMAN: Your time is over. I request repeatedly because you do not cooperate with the Chair, therefore, I am forced to give a ruling from here.

...*(Interruptions)**

[English]

MR. CHAIRMAN : Shri Khan, nothing will go in the records but the speech of Dr. Laxminarayan Pandey.

...*(Interruptions)**

[Translation]

DR. LAXMINARAYAN PANDEY (Mandsaur): Today, we are going to debate Rail Budget. Trains have a special and significant role in India's economy. Indian Railways

*Not recorded.

have not only occupied a special position in India but abroad also. Today there is a need to deliberate upon operation of railway and its programmes in totality. Most of the announcements made in the Budget seems to be populist and it appears that the hon. Minister of Railways has done a lot. But if we go to the bottom of it, we find that nothing special has been done. Certain norms have been fixed to judge the facilities and we would like these to be in conformity with those norms. I don't want to get into the controversy that it is Bihar's Budget and Lalu ji has given maximum train to Bihar. I won't like to get involved in talks like nothing has been given to states like Madhya Pradesh, Andhra Pradesh, and Rajasthan. I just want to know whether infrastructural safety measures have been envisaged while making announcement for new trains, gauge conversion or loading of goods? Do we have adequate infrastructure or not? Can we take said kind of safety measures? The hon. State Minister of Railways, who is sitting here, is well aware of the fact that large number of engines have outlined their age and some of the bridges are as old as 19th century. These need to be renewed and thousands of kilometers of railway tracks need to be replaced. In addition, there is a need to repair or replace signals and communication equipments. Unless safety measures are taken announcements for new additions will be futile.

Last year, many new zones were created but neither the required infrastructure nor the facilities have been provided so far. There have been demand for more new zones. I would request hon. Minister to translate the announcements into action otherwise these would remain mere announcements.

It was declared that the trains will have 20, 22 or 24 compartments. But, do we have platform to accommodate so lengthy trains. If platforms do not have adequate length, passengers will find it very difficult to board or alight from a train with 22 or 24 bogies, as some of the bogies would go beyond platform and passenger may slip or fall and it may lead to accidents as the stations are not in good condition, waiting rooms also are not in good condition there. I mean to say that safety measures and passengers amenities are inadequate. I would like to quote statement of experts, published in *Rashtriya Sahara*—today biggest problem for passengers, irrespective of the class they are traveling in, is safety and if we analyse the Budget minutes, we can conclude that the Government are not at all serious about it. In view of serious accidents that took place during Laluji's time it was felt that the

Railway Minister would be concerned for the safety of passengers, but it does not reflect so in the Budget." Therefore, I urge the Government to take safety measures with regard to bridges, tracks and coaches.

Mr. Chairman, Sir, I would also like to quote a news item appeared in the *Hindustan daily*. I would like to point out the opinion of Railway Board Officers in this regard. According to the former Chairman, Railway Board, Shri Y.P. Anand the present Railway Budget. He opined that the growth can be considered as it has been prepared keeping in view the growth of Railways. Railways should be made safe and accident free and its network should be expanded. A former member (Traffic) of the Board has termed the Budget as purely political one. He further went on to say that during last 8-10 years all the Budgets have been more or less the same wherein efforts have been taken to make it Populist ignoring infrastructural improvements. A former Chairman and Member (Traffic) of the Board have said so. I have already stated the opinion of common man about the Budget. Now let me tell what the Standing Committee on Railways has said about it. In its 18th Report, which is with me now, Committee has stated that the Railways have expressed no concern about it. The Committee has not appreciated Railways' enthusiasm regarding announcing several new trains. The Committee desired that before new trains are announced, there is a need to have adequate space for them i.e. new terminals etc., whereas nothing has been done about it.

Mr. Chairman, Sir, there is a need to develop infrastructure for smooth flow of traffic, whereas, we do not have the required infrastructure. I have raised two points for consideration of the Government. The Government should seriously ponder over these points. It has been further mentioned in the Budget that the Railways have transported extra goods by allowing over loading, consequently the revenue has increased. However, I want to know how long overloading will continue because wagons also have a life span. Now age limit is no more relevant and till new wagons are manufactured performance will suffer. Hence there is a need to do a lot for expediting production of new wagons. While presenting Budget the hon. Minister has said that they are increasing the capacity of Rail Wagon factory, Chapra. But this is not easy because capacity of Rail Coach factory Kapurthala and Integral Rail factory Madras is not being optimally utilized. I will not quote here what Standing Committee on Railways has stated in the 17th

report. I want to know why the capacity of Chitrangan Locomotive factory has not increased? Capacity of Integral Coach factory, Chennai should also be augmented. I wish that due attention should be paid to all these points and capacity of other production units need also be increased.

Sir, there is urgent need for gauge conversion of 1100 km. track. Former hon. Minister of Railways had also said about gauge conversion that a unigauge system will be implemented, so that double and triple track system comes to an end. However, the work of gauge conversion is being implemented at slow pace.

I would like to thank Mr. Rathwa and Mr. Velu, since Hon. Minister of Railways is not present here. In my parliamentary constituency, this year gauge conversion of Neemuch and Ratlam of Western Railway has been sanctioned. I am heartily thanking you for that.

MR. CHAIRMAN: Many Members of your party are yet to speak. So, kindly conclude.

DR. LAXMINARAYAN PANDEY: I am speaking in brief only. Similarly there is the issue of gauge conversion of Chittorgarh-Ajmer. Considering their usefulness, I am requesting you that Chittorgarh-Nimbaheda Neemuch is the cement belt and ahead of it there are other big production units. At present the cement to Mumbai is being transported via Kota. Once this line is constructed, this whole load will go via Ratlam and hence Railway will be able to bring down locomotive expenses. At present cement is being transported at lower rates from long distance. This change will increase the revenue. Further, gauge conversion of Ratlam-Indore should also be considered.

The hon. Minister has mentioned that in the year 2006-2007 works on Chittorgarh-Ajmer-Neemuch is going to be completed. However, I would like to request in this regard that work on this may be completed even earlier because the sides have already been widened here. Signal work is also nearing completion and sleepers required in side have already come. Even rails have also been kept at sides and there bridges have also been widened and at few places new bridges have been constructed. Changes have been made at level crossings and the only work left there is of laying of railway tracks. The work which is done in 3-4 months, if it is completed ahead of schedule then Railways will be benefited. A few are doing good job in Railways. I would like to submit

that "RITES" work is very good and even abroad its work has been praised. By giving more autonomy to it, the functioning will become better. Similarly IRCON's work is also good and needs to be strengthened.

Mr. Chairman, Sir, I am stressing on the safety thing. Mr. Rathwa, today the situation is that there is shortage of drivers. The compulsory have to do overtime as a result of which accidents are occurring. You sort out the shortage of drivers. If you increase the number of class-III and class-IV employees then safety measures will be effective. Nowadays passenger needs safety and there should be trained drivers. They drive during night and feel tired. Hence various accidents take place because they are working overtime.

Mr. Chairman, Sir, I have attracted your attention towards some points. I would not like to elaborate on them further. Adjoining my constituency there is Neemuch Badi Sadhdi via Chhoti Sadhdi. From there line upto Marwar Junction via Mawali Junction is operational and it can be quite useful after gauge conversion. If you consider this railway track also then it will be better. I would like to finish my speech by requesting about halt of a few trains. At Shamgarh station of Western Railways Jammu-Tawi super fast and Jaipur-Bhuvneshwar may be provided halts. Similarly, Indore-Jaipur should have halt at Suwasra station and stoppage of Intercity at Garoth station is necessary. A "MEMU" passenger train should be started between Kota and Ratlam, because it has high density of passengers. Recently in the zonal level meeting, in which railway officers were present, those officers and zonal officers had also admitted that it is a genuine requirement and hence it should be started.

Mr. Chairman, Sir, I regret that coaches were received for starting "MEMU" train but they were kept lying and were returned from Kota. I would like to know that what was the reason for returning them and will you consider it afresh? You also improve suburban railway, because many accidents take place. I said about 'RITES' that their work is good. Similarly you made an authority about railway land and land mafia is encroaching railway land. I want to know whether that authority has done any work or will you get? When late Shri Madhu Dandawate Ji was the hon. Minister of Railways, he proposed to start a double decker train. I want to know where all it has run and whether it has been started or not? Further, whether his schemes were thrown into dustbin after his departure and whether work is being done on those schemes or

not? In my parliamentary constituency there is a need of few overbridges. Government of Madhya Pradesh has given its consent and contribution regarding construction of overbridges. I wish that these bridges would be constructed at the earliest. I will present some other points separately to you in written form and hope you kindly consider them. With these words I thank you.

SHRI ILYAS AZMI (Shahabad): When will my turn come? ...(*Interruptions*)

MR. CHAIRMAN: Everyone will have his turn. Just be patient.

*SMT. JAYABEN B. THAKKAR (Vadodara) : Sir, thank you for giving an opportunity to participate in the discussion on Rail Budget. The rail budget presented by Hon'ble Rail Minister is quite realistic. The rail service being provided to the people of the country in terms of freight transportation is acting as back bone. We find that the competition has increased many folds in this field. Other modes of transportation such as aeroplane are also faring well and are being widely accepted. At this time the decision to bring down the fares of first class and second class is also necessary. Keeping in view the poor people, decision to start Garib Rath is very good.

I would especially like to thank Hon'ble Rail Minister for his announcement to construct numerous rail over bridges, as my constituency Vadodara metropolitan city and Vadodara District are having high volumes of traffic. Need to construct a rail over bridge has been a long pending demand of Vadodara's people in which a memorandum and application was given by Vadodara Mahanagar, Vadodra Urban Development Authority to construct Naya yard-Rail over bridge, Dinesh mill-Rail over bridge, Badsar-Rail over bridge and very busy and highly profit making rail route Bajwa-rail over bridge. Its officers in consultation with the Minister of State in the Ministry of Railways, Shri Rathwa, have given an application to Hon'ble Rail Minister, Shri Lalu By the construction of rail over bridge, the transportation system in the Vadodara would be streamlined and I shall remain grateful to you.

Sir, through you, I would like to mention one more thing. In the rail Budget a decision to provide better facilities to the existing rail routes has been taken by attaching three-four extra coaches to the trains. A train namely Sayajinagari started in the name of Maharaja Sayajirao Gayakwad was extended to Kutchbhum but a

problem is that it comes jam-packed from Kutchbhum itself. The daily passengers boarding train at Sayajinagari to Banda and other passengers face several problems due to this. It is my request that four coaches should be attached to the train at Vadodra itself and for which daily passenger should be given priority. The name of Sayajinagari Express should be written on each coach of the train, so that the dignity of the trains can be maintained. Third thing is that a train bound to such Jalsed papi from Vadodara should be started for the daily passengers.

At last, I would like to draw your attention to the cleanliness and proper maintenance of the railway stations of the whole country for this purpose arrangement should be made for their comforts at the rail passenger who need 10-12 hrs of stay at the Vadodra railways station. They need not bother either about their luggage or need for a Hotel accommodation. This kind of arrangement is required to be made by the Vadodra Railway station administration. I would like to extend my thanks for beautification drive and at the same time all railway stations of the country should be rennovated. With these words I conclude.

[English]

*SHRI VIKRAMBHAI ARJANBHAI MADAM (Jamnagar): Sir, First I congratulate to Respected Shri Lalu Prasad Yadav. Shri Naranbhai Rathwaji, Shri R. Veluji for giving good Railway Budget because not a single rupee burden to Common Man as a passenger fare.

I request for a new super fast Express from JAMNAGAR TO BANDRA (MUMBAI). total Twenty Two Coach train.

(A) Coach (15) fifteen for different fifteen travel agent - (sleeper class coach.)

(B) Three coach for Railway Booking.

(C) Four coach for without reservation

This train will be profitable for Railway's business. New type experience need, no burden on Railway.

Rs. One Thousand Crore public share issue need for Rail Vikas Nigam Ltd. This money useful for Railway's uniguage Rail Fine construction, also for PORT'S Rail connection like BEDI BUNDER PORT. District JAMNAGAR, PORBANDAR, BHAVANAGAR, DHOLERA

[Shri Vikrambhai Arjanbhai Madam]

etc. PORT and useful for PALANPUR - Gandhidham (Kutchh) - UNIGAUGE Rail programme.

New super fast train from JAMNAGAR to New Delhi via RAJKOT. SURENDRA NAGAR VIRAMGAM - MEHSANA. PALANPUR (NOT VIA AHMEDABAD).

JAMNAGAR-RAJKOT - diesel Memo train every one hour from morning six to night ten O'clock.

Also request ONE passenger coach production factory need at our PORT Area like BEDI BUNDAR. This will help export business and be sufficient for more trains.

Our District's all taluka's Ten youth work for private computer reservation center. Youth Age - below thirty year.

New train from YATRA DHAM DWARKA TO HARIDWAR. DAWRKA TO PURI (ORISSA).

Again I request, please consider above request for our GUJARAT State's people.

Lastly, I would like to congratulate U.P.A. Government.

DR. COL. (RETD.) DHANI RAM SHANDIL (Shimla):
Mr. Chairman, Sir, I rise to speak in support of the Railway Budget, 2006. The hon. Railway Minister has presented a forward looking, innovative and pragmatic Budget, which has catered to the needs of all sections of the society, particularly the *Aam Aadmi*, the common man.

I am of the view that it is a big challenge to give a balanced Budget in a country of our size of varied requirements of various sections of the society. But I am really appreciating on the floor of this House that this is the best Budget presented in recent years. I am sure, our friends on the Opposition side also have appreciated this Budget. It speaks of the concern for the poor, for the disadvantaged sections of the society, for the rural poor and for the young people. They have been given certain schemes also by him. in this Budget.

Under the able leadership of Dr. Manmohan Singh and under the UPA Chairperson Shrimati Sonia Gandhi, it is for the third time in succession that there has been no increase in the railway fare. An overview of this Budget will reveal that he has kept the National Common Minimum Programme in mind and has given us an increase in volumes at low cost.

The path-breaking achievement has been the rationalisation in freight, by establishing a new record of loading 668 million tonnes with a historic growth of 11 per cent; This operation will mop up around Rs. 4,000 crore by the year 2006-07 of which Rs. 3,000 crore that is, 75 per cent will be from freight operations alone. This is an example of economic management.

Apart from making the Indian Railways a world-class one and by providing modern facilities in passenger trains, special care has been taken of railway security and railway safety by introducing the latest technologies. Although the Budget has catered to the needs of our countrymen across the board, I should point out that Himachal Pradesh has not been kept on the priority list in this Budget. I come from Himachal Pradesh.

May be, we are still under the legacy of the British and the Railways in Himachal was initiated by Lord Curzon in the year 1903; and really speaking, except for Nangal-Talwara. about 16-17 km, nothing much has been done. Surveys have been ordered and many other promises have been given, but on the ground, nothing much has happened. I would like to submit that this is the time that we should think of the northern zone or for that matter, all the hilly areas in an objective manner. This is the zone which requires special attention. It is a geo-strategic zone; and so we have to have an integrated approach for Jammu and Kashmir. Himachal Pradesh and Uttaranchal. We have to plan for it and develop the railways in a big way where.

Today, Himachal Pradesh needs modern railway system for development, for augmenting "its infrastructure, for industrial growth, for marketing agricultural produce, for horticulture produce and for tourism. I am grateful to the hon. Railway Minister and the Prime Minister for having cleared Chandigarh-Baddi Railway Line and for upgradation of Pathankot-Joginder Nagar Railway line last year, in the Bhanupali-Bilaspur section.

Really speaking, as I said earlier, nothing much has happened on the ground. He has also announced in the Budget of 2004-05, a survey in my constituency, which runs from Darlaghat-Kaika-Chandigarh main line at Parwanoo. I may submit that there are many big business houses including Asia's biggest cement plant, Ambuja Cements. If this survey comes through, it will really transform that area and agricultural and horticultural produces will go to the market and we will also have a modern tourism in that area; further investments will also

come and we will be able to meet the challenge of unemployment which the biggest problem in our region.

I have a submission to make here. We may, on the lines of Jammu and Kashmir, think of having a railway line from Dehradun side, go along the Tons River to Pabbar/Rohru Valley and then, go to Sangla and join, on the other side, Bhanu-Palli-Bilaspur section and connect the old or existing Pathankot-Joginder Nagar section. This will really give a big leap and open the floodgates for NRIs because it is a beautiful area; it would really be attractive for tourism. It will generate the hope for hydel power generation—small and mini micro plants, which we keep contemplating, can come up. It would be able to see a new development coming in that area.

The second thing that I want to mention is that we should think of linking Jagadri/Ambala to Paonta Sahib and Nahan, which can go up to Una, which is a very important corridor for development of new industries in Himachal. If this line is given, I am sure this area will really be transformed into something which we have been hoping for since long and a world class tourism centre will come into being.

I once again commend this Budget with the hope that Lalu Ji, though he is not present here but Shri Velu and Shri Rathwa are sitting here, will do the needful, I have one small submission to make. Paschim Express from Mumbai reaches Kalka at 1530 hours.

[Translation]

Please arrange for a train which can reach Shimla by 5'o clock next day.

[English]

It leaves at 1010 hours from Kalka to Mumbai. Kindly give a train from Shimla which can reach Kalka by 9.30 or 10.00 o'clock so that this Paschim Express is made use of fully.

Hon. Rathwa Ji knows that Jabli station in that section has been closed. People have been agitating and they have met me today. One ROB on that section should also there.

Finally, I am really grateful to the Minister for this wonderful, pragmatic, innovative and the best Budget in recent years.

[Translation]

*SHRI VIJOY KRISHNA (Barh) : Sir, hon. Railway Minister, Shri Lalu Prasad has presented a historical rail budget. He has taken care of passengers and their facilities very well without increasing fare and without burdening the common man. My colleagues have given many valuable suggestions I do not want to waste time by reiterating them. Many projects are announced in the Rail Budget each year for political appeasement and to with the hearts of the people, but most of them are left in between. During the last three years there are many such instances. Railway Project worth crores of rupees are living pending. Even after spending more than 20 crore rupees, these projects could not be completed. I understand that the Lalu Ji's firm will power would certainly find a positive direction for these projects doubling of rail lines, electrification, construction of new lines etc. are few note worthy works reflected in this budget. Several new trains have been announced, many trains have been extended. It is a welcome step.

I would like to mention problems and demands related to my state Bihar and my constituency Barh. On behalf of the people of constituency my suggestions though this House are that the Historical place, Patna city or Patna Sahib Station which is a birth place of Sikh Guru, Guru Gobind Singh in the Danapur Division of Central Eastern Railway and Barh, Varyasur, Fatuha, Mokama stations should be turned into a model station Heavy Industries Ministry's Bharat wagon and Engineering Company is located in the Mokama, Patna, which is engaged in the construction of rail wagons/coaches. Thousands of labourers are engaged in this factory. During the last Governments' i.e. NDA's regime this factory was not paid due attention, even labourers were not paid their salaries. Whereas in the leadership of Dr. Manmohan Singh the UPA Government have not only paid the arrears of their salaries but in the leadership of Lalaji, Railway Ministry also has given a new lease of life by placing orders for manufacturing new coaches. I want that this factory should be brought under the Railway Ministry.

Sir, more than 100 rail tacks and under bridges between Mugalsarai & Howrah are hundreds of years old, because of which there is always an apprehension of accident. One such accident has already taken place at Fatuha backhat during the tenure of Shri Nitish Kumar because of falling of a dilapidated bridge. To ward off such accidents, all the bridges in dilapidated condition should be renovated. A suburban rail service should be started between Patna-Baksar, Patna-kial by laying new tracks or making new arrangements in the existing system.

*The speech was laid on the Table.

[Shri Vijoy Krishna]

Action should be initiated to remove the illegal occupation in waiting halls of Bihsarai, Patna and Kiuel which have been illegally occupied by RPF and GRP. Separate arrangements should be made for the office and accommodation of RPF and GRP. The Lemuabad, Aura, Tukbigh, Jai Prakash Nagar, Halt stations of Danapur division should be given full status at a station. Hardas Bigha, Almalmole, Pandarak, More shahri, Bakhtiarpur stations of Danapur division should be beautified.

Under Danapur division near Mokama station freedom fighter Kudhiram Bose surrendered and shot himself to evade his arrest from the Britishers. That place of Mokama is like a source of inspiration for the country. People want that a statue in the remembrance of freedom fighter Shri Khudiram Bose should be installed in the premises of Mokama station.

Sanction has been given to lay rail line between Neura, near Danapur, Bihar and Shekhpura via Dariawa but the work is going as at a snail's pace. There is a resentment in the common people. You are requested that the scheme should be expedited by allocating more funds to the scheme. A rail Gumti should be constructed to facilitate rail passengers. Under the Danapur division eastward from Hathidah near Purab Merauli village, Hathamgole near Budwichak village adjoining, Barh railway station.

I hope that Laluji will keep these things in mind so that feelings of the people of this area is given due importance.

SHRI ILYAS AZMI: Mr. Chairman, Sir, I praise and support the Railway Budget. I have some suggestions to make and I will also point out some shortcomings. The entire country has welcomed the Railway Budget. In fact some people asked me whether this was the same Laloo who ruled Bihar for 15 years? I replied that they were right and that the Railway was now running into profit and on the whole the working of the Indian Railways is satisfactory.

Mr. Chairman, Sir, there is no regionalism in Uttar Pradesh be it among the MPs or the people. However, it does not mean that if the people of the State do not protest against the injustice like the people of other States do, their interests be overlooked. And, to a great extent this has been the case with Uttar Pradesh. Hon'ble Rathwaji may kindly note down my complaint. Since the

past several years most of the trains terminating at Gorakhpur, Varanasi or Lucknow have been extended upto Bihar. Mr. Chairman, Sir, you are also from Bihar. Excuse me for saying that in Bihar, the passengers first occupy the roof and then enter the compartment. It is common for trains passing through or originating in Bihar to run two hours behind schedule. You are extending most of the trains upto Bihar. In your zeal do not try to upset the schedule of the rest of the trains all over the country, as the case is in Bihar. ...*(Interruptions)*

SHRI VIJOY KRISHNA: Stick to the point. Do not portray Bihar in a poor light.

SHRI ILYAS AZMI: I am not deviating from my speech.

MR. CHAIRMAN: Hon'ble Members, do not pass comments. Azmijee, address the Chair.

SHRI ILYAS AZMI : Mr. Chairman, Sir, it is for the first time that the Railways have made a profit. Immense improvements have been brought about. The number of accidents have come down. The Minister of Railways belongs to Bihar. I am praising him. I am not disparaging Bihar. Seeing that the hon. Chairman is also from Bihar, how can I criticize Bihar? It's high time for you to stop tinkering with the Scheduled stoppages of the trains and thereby playing havoc with their punctuality. Enough is enough. Mr. Chairman, Sir, in 1997 when Ram Vilas Paswan jee was the Minister of Railways a survey was conducted for laying a track from Gola to Shahjahanpur via Mohammadi. The survey was complete, the hon. Minister had allotted in his first Budget regarding the completion of the survey. After that I met him several times. He handed over my letter to his personal staff for sending it to the Planning Commission. But this time there was no mention of that. Who knows whether that letter has reached the Planning Commission or not? The track is only 67 kms. long and according to the survey the estimated cost is Rs. 138 crore. The density of population there is very high. This will ensure the profitability of this route. I request the Minister of Railways to ascertain whether the letter has been sent to the Planning Commission or it is still gathering dust in the files in the Ministry? Money has been spent on its survey. It should be completed quickly. In the first Budget, hon. Shri Laloo jee had referred to the gauge conversion of Lucknow-Bareilly track passing through Sitapur, Lakhimpur, Pilibhit. It is very important. The route lies in areas having

dense population. Thereafter, nothing came out of it. It found no mention either in the previous Budget nor this Budget. If gauge conversion is needed in any route, it is this route. It should be included in the supplementary Budget.

I also have a minor demand. Rathwa jee kindly note it down. You have provided stoppage to one or two trains at Shahabad Station. Now computerized reservation is needed there. This is also affecting your bottom line and putting the passengers to lots of inconveniences. Computerised reservation should be started there immediately. Sharmjeevi Express runs from Delhi to Patna. Although it is a Superfast train, It stops all district headquarters along the route. It stops at Shahjahanpur also, but not at Hardoi. Shahjahanpur is situated at a great distance from Lucknow and Hardoi district enroute is larger than Shahjahanpur. Shahjahanpur sends one MP to Lok Sabha whereas Hardoi sends three MPs. People living in Hardoi have a number of relatives in Patna, Bihar. Whenever I go there, the people demand a two minutes stoppage for Sharmjivi Express at Hardoi. It is very essential. Another thing is that the State Minister of Railways had inaugurated a VIP waiting room at Shahjahanpur railway station. Hardoi is represented by three MPs so a similar VIP waiting room should be constructed at Hardoi railway station. It is a big district. A large number of Senior Citizens come to the Hardoi railway station. There is no proper place to sit. Construction of a VIP room at Hardoi railway station would be of immense benefit. I have already referred to the need for a stoppage of Shramjivi Express at Hardoi. Godan Express originates from Chhapra, the constituency of the Railway Minister, which, after the completion of the gauge conversion at Azamgarh now goes to Mumbai. If, not first, perhaps this is the second or third most profitable route in the whole of India. It is a long pending demand that a pantry car should be introduced in life long distance trains. I had written to the Railway Minister in this regard. The Minister had told his staff it was very essential. It should be done. Nothing has come out of it so far. Later, I inquired from the staff of Shri Lalooji, whom he had directed. They replied there was a shortage of pantry cars and that 100 pantry cars are under construction. It would be added after construction is finished. Who knows whether it would be added or not? I do not know what happened to that letter. Shri Laloo Prasad jee and both the Ministers of State have brought the Railways back on track after immense efforts. But if the staff is not efficient their labour goes in vain. The

Minister receives hundreds of letters daily relating to problems concerning the Railways from all over the country. But the Minister is not in the know whether his orders regarding any letter has been complied or not? It all depends on his staff. If the staff is active the Minister's orders are executed. Whereas if the staff is not active the orders are not complied with. I am saying all this because the Minister passed several orders, but due to the laxity of the staff they have not been executed so far(*Interruptions*)

MR. CHAIRMAN : Please, conclude now.

SHRI ILYAS AZMI: Mr. Chairman, Sir, I never exceed the time allotted to me. Once again, I applaud and support the Railway Budget, and conclude.

*SHRI MUNSHI RAM (Bijnor): Sir, I support the Railway Budget 2006-2007 on behalf of our party Rashtriya Lok Dal and our leader Chaudhary Ajit Singh. There is no doubt that your predecessor Railway Minister have always increased the freight and fares to some extent. But the hon. Minister in your regime the middle and poor class of the country get rid of the increase in rail fares. Besides starting new trains, you have also extended some trains and increased their frequency which is commendable step.

But I am sorry to say that western Uttar Pradesh (Muradabad Division) which is a part of Northern India is deprived of these facilities. The residents of these areas are also the citizen of India, they should also get all the benefits and facilities being provided in other parts of the country. The people of these areas (Najibabad, Nagina, Dhanpur, Muradabad) have not been connected with trains directly with southern and Western part of India which will benefit the entire Uttaranchal State also. I have been demanding for one extra train for Bijnor, the headquarter of the constituency to Lucknow, the capital of Uttar Pradesh and trains also from Najibabad Junction to Delhi via Muradabad, from Haridwar to Visakhapatnam, via Muradabad, from Haridwar to Mysore via Muradabad, from Haridwar to Bangalore via Muradabad, from Haridwar to Tirupati/Chennai, from Haridwar to Goa/Vascodegama via Muradabad from Chandigarh to Jagannathpuri via Muradabad etc. but you have not paid any attention to it. In addition to this, DMU Rail Service should be started between Saharanpur and Bareilly so that the labourers, poor, farmers and the passengers can get additional rail service. I have also put forward the following demands

*The speech was laid on the Table.

[Shri Munshi Ram]

through various correspondence and matters under the Rule-377 but you have not taken any action on these demands.

National Highway 74 connects Dehradun the capital of Uttaranchal and Nainital the High Courts headquarter and which always has a frequent movement of VIP vehicles. A flyover is needed to be constructed on the crossing near Nagina and Najibabad Railway Station.

I have also demanded to construct a division on Maujampura Gajrola line before Maujampur junction of Jammu Tavi - Howrah main line. My home town and Tehsil Headquarter of Bijnor district, Nagina earns hundred crores of foreign exchange every year through small scale industry of handicrafts. There is an urgent need to open a computerised Reservation Centre and to provide stoppage of two express trains, namely Janseva Express (5209, 5210) and Haridwar Allahabad Express (4315, 4316) during daytime. I request hon. Minister to fulfill above demands keeping in view the sentiments and needs of the people of that region. Once again, I support this Railway Budget presented by you.

*SHRI HANSRAJ G. AHIR (Chandrapur): Mr. Chairman, Sir, I support the Railway Budget for 2006-2007 presented in the Parliament by the Government. I believe that Railway is the biggest network in terms of connectivity. It is true that due to Railway's operation, development has been seen in some backward areas through industries, business and mining but still most of the backward and tribal areas which are rich in mineral resources are deprived of rail connectivity which must be the policy and objective of Ministry of Railways. This area has not been considered in this Budget. There is a lack of national approach in this Budget by providing inadequate funds for the development of Maharashtra particularly of Vidarbha like State and providing more funds and new trains and new projects for some selected States by the Indian Railways.

The Railway connectivity is not available in Gadchiroli district of my constituency. A survey was conducted for laying 49 kms rail track from Vadsa Railway Station to Gadchiroli district centre at an estimated cost of Rs. 77 crores in the tribal dominated, naxal affected district which is rich in mineral resources. It is unfortunate that even after several correspondence with the Minister and demands made in Railway Budget, no provision has been made in the Budget in this regard. Kindly approve this Railway line and make provision for the funds. Similarly,

Iron ore is available in large quantum in Gadchiroli district. There is Beladih iron ore mine very nearby to this place. This area will be developed by laying Railway line from Surjagarh mountains to Ballarshaha (Central Railway). The availability of mineral resources will benefit the development of Nation. We will get goods and it will provide rail facility to the poor and rural people of this naxal affected tribal area. Sir, kindly take initiatives in laying rail tracks on this route and make provision for this in this Budget.

Sir, there is a constant demand from the people of my constituency that a new train should be started from Mumbai, the capital of Maharashtra via Ballarshaha or Kajipeth, I support this demand. Stoppage of Rajdhani Express, A.P. Express, Tamil Nadu and Kerala Express should be provided at Chandrapur Railway station and Nagpur shuttle train should be started from this station. Earlier a train used to run between Ballarshaha and Dhuggas. I demand to start this train again. Railway track has been laid from Ballarshaha to Gadchandur but only goods trains run on this track. Kindly make provision for running pravasi passenger train afresh. This is an industrial and tribal dominated area.

I demand stoppage of some more trains at Varora and Bhandak stations and to upgrade facilities at both the stations alongwith computerization of reservation center.

Sir, there is a need to lay third rail line from Nagpur - Vardha-Chandrapur upto Kajipet. Often demand for new trains or new shuttle trains between Chandrapur-Ballarshah-Nagpur is made due to heavy traffic on the existing lines, every time. Moreover the number of boggles of Ballarshah-Vardha passenger train may be increased and the train must be extended upto Bhusawal.

Sir, a few years back gauge conversion of Gondia-Chandafort was undertaken. Only two or three trains run on this route. After spending crores of rupees there is a need to run more trains on this route. The people are demanding that the weekly Yashwantpur-Bilaspur train may be run daily and it should be extended upto Howrah and the Yashwantpur-Tata Nagar train announced in this budget may be run between Chandafort and Howrah. I demand that Gondia-Chandafort train may be extended upto Ballarshah station and computerized Reservation Center may kindly be sanctioned at Chandafort.

I demand extending Bhagyanagar fast passenger train being run on south central line from Kagaj Nagar to

Ballarshah and to extend Singreni train upto Chandafort and also starting rail bus between Ballarshah and Chandafort.

Sir, alongwith the demand of electrification of Gondia-Chandafort rail line one computerized reservation center may kindly be sanctioned for Nagmid station.

Sir, last year many cases of nuisance with foreigners. Atrocities with females and rape cases come to light. Such incidents took place because of insufficient number of policeman and security guards. In the budget you have declared to increase the number of security guards. Apart from this I demand installation of close circuit camera in all the trains, specifically to check the rape cases and violence. The total length of rail line in Maharashtra was 4615 kms in the year 1960-61. After 45 years means upto 2005 only 441 kms additional rail line has been added. Keeping in view the said facts priority may kindly be given to allocating funds for laying new lines in Maharashtra and Vidarbha.

The Government is requested to do justice towards Maharashtra and also consider demands of my constituency sympathetically.

Sir, the DRM offices do not consider the request for reservations by Members of Parliament on priority basis and there is a need to improve the system.

[English]

*SHRIMATI PARAMJIT KAUR GULSHAN (Bhatinda): I thank you, Sir, for the opportunity given to me to participate in the debate on Railway Budget 2005-2006. On 24th February, the Railway Budget was presented in the House by the Hon'ble Railway Minister. Couplets were recited by him and he earned a lot of applause. It was made out as if this was a remarkable Budget and various new facilities had been granted by the Hon'ble Minister. But a minute study of the Budget revealed the truth. In a magic show, the magician pulls out various articles from his bag by using tricks and sleight-of-hand. The spectators are regaled and they applaud him. But, when they return home, their hands are empty. The magician keeps everything worthwhile with himself and the spectators come to know about this only after the magic show has ended. This Railway Budget is like such a magic show. Like the previous Budget, it is full of empty promises.

*English translation of the speech originally delivered in Punjabi.

Shall I thank the Hon'ble Minister for ignoring Punjab altogether? It seems as if he has blackened the Railway map of Punjab by his sheer neglect of the needs of the State. Nothing new has been given to Punjab in this Budget. It has been announced that a survey will be conducted for linking Rama Mor and Talwandi Sabo. I thank the Hon'ble Minister for this announcement, but several such projects have not seen the light of the day. Due to paucity of time, I will not be able to list all such instances. I think, one instance will be sufficient to prove my point. Prior to independence, a proposal to link Qadian. Hargobindpur and Beas by Railway had been (Original speech in Punjabi) approved. But, the cataclysmic events of partition resulted in the shelving of this proposal. However, even fifty eight years after Independence, this project is yet to see the light of the day. The Budget has also done nothing to salvage the situation.

Tall claims have been made in this Budget. An announcement has been made that 500 new railway over-bridges will be constructed. But what happened to those ROB's that were announced in last year's Budget? It seems as if the Hon'ble Minister is interested only in making new announcements. He has conveniently forgotten his earlier promises. He has misguided the people and kept them under illusion. Projects regarding several such ROB's were announced with much fanfare but they never saw the limit of the day. The Mansa railway over-bridge project is one such instance. This is a long-pending demand of the people of the area. The railway crossing near Mansa town causes traffic-jam for several hours daily. It leads to chaos. The proposal to build an ROB there was accepted only after several people lost their lives. But, work on this project is yet to start. More than 140 people have been killed at this railway crossing. In 17th Feb., a young man was run over by a speeding train at this crossing. He was the only son of his parents. In a state of shock, his mother committed suicide by jumping from the third floor. The father died due to heart attack.

Thus, the entire family was wiped out. The entire town is observing a bandh for the last one week as a mark of protest. People are on a hunger strike. But, the Government appears unfazed. If the State Government turns a deaf ear to the appeals of the people and if it remains unmoved to the plight of the people, is it not the duty of the Railway Ministry to do something in this matter? Or will it remain a mute spectator? Parliament has the authority to frame laws and to amend laws. The

*Not recorded.

[Shrimati Paramjit Kaur Gulshan]

Railway Ministry should take an initiative and complete such railway over bridges on priority basis. People, who elect us and send us to Parliament, are dying. We must look after their lives and needs.

MR. CHAIRMAN: Shrimati Paramjit Kaur, please conclude. Your speech will not go on record. Nothing will go on record.

...(Interruptions)*

SHRIMATI PARAMJIT KAUR GULSHAN: There are hundreds of railway over bridges that are unsafe now. They have out-lived their time. The Budget is silent about such over bridges. I will give one instance of such a bridge that was constructed before Independence, it was constructed on river Sutlej near Giddarwindi & Makhu. It falls in the Ferozepur Railway Division. Trains, Cars, Buses and pedestrians—all use this bridge. This bridge is closed for traffic from 6 p.m. to 7 a.m. The bridge is not wide enough. Only one-way traffic is allowed during a particular time and the traffic from the other side has to wait endlessly. Many severely ill patient have died here due to this endless wait. This bridge is in a dilapidated condition and it may lead to a serious accident. Hence, construction of an over bridge here is the need of the hour.

In the Budget, 55 new trains have been announced. But, 15 of them will benefit only Bihar, 37 trains have been further extended. 12 trains will ply on various days and the route of 2 trains have been changed. A close study of the Budget reveals which side of the bread is buttered. It seems as if all facilities have been provided to chosen few States whereas step-motherly treatment has been meted out to Punjab. Only one express train, one D.M.U. and a 'Garib Rath' train is railway's gift to Punjab. Sachkhand Express will run on all seven days now. Thank you. Hon'ble Minister for the peanuts that you have given us.

Time and again, I have written to the Hon'ble Minister regarding the need to start a Ferozepur-Bathinda- Jakhhar-Delhi Shatabdi Express at the earliest. The people of the region have to undergo great hardship in the absence of such a train. But, the Hon'ble Minister has chosen to ignore the earnest demand of the people. There is no direct train that links Bathinda to Jammu via Bhukho, Rampur, Barnala, Dhuri, Ludhiana and Jalandhar. Malerkotla also falls on this route. It houses the famous shrine of Pir Baba Hyder Sheikh. Ludhiana is a major industrial city and the hub of medical facilities. Jalandhar

is known for sports equipments and is the centre of various educational institutions. One can visit the Vaishno Devi Shrine only via Jammu. However, due to the non-availability of a direct train, the passengers have to undertake arduous and expensive bus journey. If a direct train is introduced on this route, the people of the area will gain out of it and the Railways will earn much needed revenue.

The Jammu Tawi Express has a halt often to eleven hours at Ferozepur Railway Station. If this train is extended to Bhatinda, pilgrims visiting the Vaishno Devi Shrine will benefit. Residents of Sunam, Sangrur and Dhuri want that the Jakhhar-Delhi Jakhhar-Dhuri passenger train should be extended to Dhuri. It should ply as Dhuri - Jakhhar-Delhi-Jakhhar-Dhuri passenger train, so that the passengers can reach Jakhhar in the early morning and board the 4.15 a.m. train from Jakhhar. This is the only train to Delhi available to passengers early in the morning and they can board the train in the evening on its return journey.

Sir, it is the long-pending demand of the people of Punjab that Chandigarh should be directly linked to Jammu and Kashmir. In the absence of this direct link, people have to first travel to Ambala or Ludhiana. Only then they can go to J&K. Sir, the people of Punjab want a train that links all the five major religious places of Sikhs Amritsar, Anandpur Sahib, Damdama Sahib, Patna Sahib and Hazur Sahib, This will help Sikh pilgrims. Keeping this demand in view, the Railway Ministry had agreed to introduce a train named Parikrama Express in 1999. However no steps have been taken to this effect till now. No announcement was made in the previous Budget. This Budget has also done injustice to Punjab, specially the Sikhs. 'Freight Corridor' will end at Ludhiana. It should be extended to Amritsar so that people can transport their goods to the export centres easily. This project should be completed at the earliest. Chandigarh-Morinda Railway line has been completed. But, it will help the people only if it is extended to Ludhiana. Electrification of this line should be carried out at the earliest. The work on this project should be expedited. The people of Ferozepur, Amritsar and Taran Taran are facing a lot of hardships, as there is no railway link between Ferozepur Cantt. and Tam Taran. In February, 2002, the Railway officials had undertaken a survey. As per its report the Mahalam - Patti Railway link will cost the Railways Rs. 121.60 crores. I do not know why the Hon'ble Minister has expressed his inability to accept this proposal.

Sir, Amritsar, the holy city attracts people belonging to all faiths who visit this city. Lakhs of pilgrims from Rajasthan, Haryana, Bhatinda and Ferozepur visit this city to pay obeisance at holy Shrines. They have to travel by buses via Jalandhar. It is an expensive journey and takes a lot of time. Bhatinda-Ferozepur-Amritsar Railway link will solve their problems. Adequate funds should be released for completing the Abohar-Fazilka Railway line at the earliest. The Inter-City Express that runs from Ganganagar, is in a very bad condition. The condition of the train should be improved and two additional AC Chair Car Coaches should be added. AC Chair Car facility should be provided in the Janata Express that runs from Mumbai to Ferozepur.

Sir, women have been totally neglected in the Budget. Exclusive coaches for ladies should be introduced in all trains. Women Police should be recruited and deployed in all trains to protect the lives and dignity of women passengers. Hon'ble Railway Minister has introduced a special train from Patna to Pune to cater to the needs of students from Bihar who study in Pune. However, the students of Punjab have been totally ignored. Shri Lalu may notice that a lot of students and labourers from Bihar travel to Punjab also.

MR. CHAIRMAN : Shri Madhusudan Reddy may please speak now.

...(Interruptions)

SHRIMATI PARAMJIT KAUR GULSHAN: In the Budget, Shri Lalu has promised to provide enrolment to the unemployed. It is a welcome gesture. However, what about the backlog of SC/ST posts When will this backlog be filled? Tall promises have been made in the Budget. However, one feels, like the promises made in the previous Budget, these promises too will not see the light of the day.

MR. CHAIRMAN : Shrimati Kaur, you can lay rest of your speech on the Table of the House.

...(Interruptions)

SHRIMATI PARAMJIT KAUR GULSHAN: The need of the hour is to invest heavily in improving the safety related infrastructure so that accidents are avoided. But, nothing has been done in this matter. Cleanliness and hygiene are a casualty at platform and in the trains. The hygiene and sanitation must be improved. Trains should run on time. Cancellation of tickets should be hassle-

free. A special drive may be undertaken to stem the menace of theft and dacoity in trains.

MR. CHAIRMAN : Except Shri Reddy's speech, nothing will go on record.

...(Interruptions)

SHRIMATI PARAMJIT KAUR GULSHAN: We, the Members of Shiromani Akali Dal, want the Hon'ble Railway Minister to put an end to the neglect of Punjab and its just demands. We feel sad at being ignored in successive Railway Budgets. Our just demands should be accepted. Otherwise, the people of Punjab will lose faith in the Railways and its Budget.

MR. CHAIRMAN: Shri Bikram Keshari Deo would like to lay his speech on the Table of the House. He is permitted to do so.

....(Interruptions)

SHRI MADHUSUDAN REDDY (Adilabad): Mr. Chairman, Sir, thank you very much for giving me this opportunity to speak on the Railway Budget 2006-07. I speak on behalf of Telengana Rashtra Samiti. Telengana is part of the State of Andhra Pradesh. I support this Budget presented by Shri Lalu Prasad. I compliment the Railway Ministry for the realistic, pragmatic and populist Budget presented under the dynamic stewardship of Shri Lalu Prasad, Shri R. Velu and Shri N. Rathwa. You are well aware that my region, Telengana, was previously part of Hyderabad State. It was liberated in the year 1948 though India gained Independence in the year 1947. At that time Hyderabad State comprised of three regions, namely Marathi speaking regions of Marathwada, Kanadaspeaking regions of Karnataka and Telugu-speaking regions of Telengana. Under the States Reorganisation Act of 1956, these three regions were segregated and were given to three different States. Accordingly, Telengana was given to Andhra Pradesh. While carving out these States, it was promised by the then leaders that justice, equity, equality and all-round development in all spheres of life would be meted out to this region by the Government of India by giving a special package. With that promise, we hoped that the Railway Budget which is presented year after year would give an economic boon to this region by giving more railway projects and that we would be able to compete with other regions of the country.

[Shri Madhusudan Reddy]

Sir, I compliment the hon. Railway Minister for showering favour and love to Telengana region. During this Budget period of 2006-07, the Railway Ministry was kind enough to sanction a new railway line comprising 170 kilometres in the much backward and neglected Telengana region starting from Manoharabad to Kothappalli via Sidhiped Gajwel and Sirsila and all backward places of this Telengana area. A budgetary allocation of Rs. 4 crore initially was also given to start the work of the railway. This is the first project that we have got after this stage. We are really thankful to the Railway Ministry. When we compare the other lines under Meter-gauge, which were laid during the period of Nizam, that is, about 50-60 years back, they are still to be run under Metregauge without a proper conversion.

To cite an example I will quote a line. Adilabad to Mudkhed line was commissioned 70 years back. Now, it was proposed to be converted into a Broad-gauge line and the work for this line commenced about 7 years back with an estimated cost of Rs. 130 crore. But till this day, only Rs. 50-60 crore was spent. This year, a mere allocation of Rs. 30 crore has been given, though two new trains have been promised by the hon. Railway Minister on conversion of the gauge, from Metre-gauge to Broad-gauge. So, it is again a question mark when this promise would materialise. It will not materialise unless the Metre-Gauge is converted into Broad-gauge and the line is fit and perfect for running a passenger train. I think, it will take another 5-10 years for the completion of this conversion.

My submission is that Adilabad belt is an industrially fast developing area where there is abundant cotton crop. The cotton bales are being exported from Adilabad because of non-availability of proper railway and loading facility. They are going through trucks and lorries, thereby the Railways losing a lot of revenue in that area. There are about 10 cement factories Western coalfields and Singareni coal mines are located in that area. A lot of mineral wealth is available; limestone is available. But unfortunately, when everything is at a threshold, we are not utilising them to the proper perspective. The loss of revenue is failing to generate income on account, of non-application of its policy in the tribal areas and in the most backward areas.

My humble request to the Railway Minister is that a new line is suggested on behalf of my Constituency, which would cut short 120 kilometres of distance directly from New Delhi to Hyderabad. If a new line is surveyed, that is, from Armore to Adilabad, Adilabad to Yavatmal about 110 kilometres of distance from Hyderabad to Delhi will

be shortened I would request that the same may be surveyed during this year and that may be taken note of.

Another important aspect is that in the year 1992, when a new railway track was constructed connecting Adilabad to Pipalkutty, a distance of about 22 kilometres was thrown open to traffic.

[Translation]

Railline had been laid in 1992 but no train had been run thereon so far. There are rail lines since last 13 years but no train introduced.

[English]

This is the only place, I think, where there is no train facility. People fight for railway tracks. Here, it is a genuine case because railway track was laid in the year 1992 but no train has run from 1992 to 2006. This is the only place which is of a unique example.

16.00 hrs.

I would kindly request the hon. Railway Minister to take note of it and see that at least the track, which was laid by spending crores of rupees, is put to use and the people of that area are benefited by this.

Another important thing is that Kazipet is one of the biggest junctions in my region. All the trains going to South take a diversion from Kazipet. There are so many incoming train from Hyderabad side routed through Kazipet. Small places like Nanded and Guntur have been made Division and Divisional Headquarters whereas Kazipet which is earning a revenue of Rs. 800 crore every year, is not considered for the creation of a Divisional Headquarters. So, I would request that this proposal for the creation of a new Division at Kazipet may be considered by the Railway Ministry. It will generate more income to the Railways in terms of income because the entire income of Secunderabad Division is actually coming from Ballarshah, Kazipet area, Bhadrachalam, Manuguru and Singareni where limestone deposits are quite abundant. So, it is my request that a new Division with Kazipet as its Headquarters may kindly be created.

With regard to some other trains, which are running from several places, I would submit that they have no halt in my constituency, at Bellampally Railway Station. I have already given a representation to the Railway Ministry. So, at the Bellampally Railway Station of South Central Railway, certain trains are to be stopped. In my representation, I have suggested three trains to be stopped there which are one, 2967-2968 Chennai-Jaipur

Express; two, 2655-2656 Navjeevan Express; and, three, 2707-2708 Trivandrum-New Delhi Express.

One more suggestion I would like to make. It is this. The Members of Parliament from the constituency are never involved when the Budgetary plans are being prepared by the Railway people. So, hereafter, I would request that the Members' views should be taken into consideration by the Railway people. They must be involved in making the plans so that all the grumbling can disappear. Tri-monthly meetings at the Railway Headquarters or at the Divisional Headquarters may be called to review the development programmes of the Railways where there are on-going projects, where new projects are to be created. This may kindly be taken into consideration

With these words I conclude. I am very much thankful to you for giving me this opportunity. I am laying the rest of my speech on the Table:

*I represent Telangana Rastra Samithi Party hailing from backward Telangana region in Andhra Pradesh State. Our area, the Hyderabad State, was liberated from the tyranny of Nizam rule in 1948 and became part of independent India along with some other parts now in Maharashtra and Karnataka.

At the time of division of erstwhile Hyderabad State, our province in the year 1956 became part of Andhra Pradesh State. During this merger it was categorically assured and promised that special package of fund would be provided for the all round development of this region in transport, irrigation and in jobs. But, unfortunately, these promises remained on book and successive rulers of Andhra Pradesh flouted them for their convenience. The net and cumulative result of it is that Telangana area remained backward and exploited in all fronts.

Sir, for how many years should we bear this exploitation and humility? On behalf of my leader Shri K.C.R. and on behalf of millions of Telanganits, I extend warm felicitations to hon. Railway Minister, Shri Lalu Prasadji, Shri R. Veluji and his team of colleagues for presenting this pragmatic populist, dynamic and innovative budget 2006-2007 protecting the common man from the burden of hike of fare and freight.

On behalf of the people of Telengana, we salute the Railway Minister for sanctioning new railway line between 'Manoharabad and Kothapalli' and also for providing

budgetary funds to a tune of Rs. 4 crore to commence preliminary work over this new line. The line's survey was made 50 years back. But, unfortunately, no tangible steps are taken to start with. By creating this new route the interior Telangana would be open to the world.

Sir, Peddapally, Karimnagar Nizamabad railway line (177 kms.) was sanctioned about 15 year back. Passenger train is introduced from Peddapally to Karimnagar on completion of work over this stretch. The balance work between Karimnagar-Jagtyal, Nizamabad is at snails pace. This year, a meagre amount is proposed. Still an amount of Rs. 340 crore is required for completion.

I would like to request the hon. Railway Minister to kindly double the allocation to this project for its early completion. The old metre-gauge line, Secunderabad to Bodhan (269 Kms.), still requires Rs. 50 crore for conversion of B.G. I would like to request the hon. Minister to look into this. The conversion of M.G. line to B G line between Adilabad to Mudkhed is also to be given top priority in view of the area being under the problem of extremist.

I am thankful to the hon. Railway Minister for announcing the introduction of two passenger trains between Adilabad-Nanded Daily, Adilabad-Purna weekly on completion of conversion of gauge work. The people of this region are eagerly awaiting for the commissioning of these trains, so also Vishakhapatnam-Nizamabad Express, Pune, Nanded, Nizamabad Passenger Train, Bombay-Nagpur via Nanded, Adilabad Passenger Train.

Another important rail link connecting Western Maharashtra Region with Northern (Vidharb) Region is completely ignored and forgotten. In the year 1992, a new link rail line was constructed from Adilabad to Pimpalkutty which in turn connects the Delhi, Chennai B.C. route, at Manjri (JN) of Central Railway and Wardha-Mumbai line. It is the shortest route for transport of passengers and freight. Adilabad-Pimpalkutty-Manjri line is completely agriculture belt and predominant producer of cotton crop. About 50 cotton ginning factories are located in this area. Cotton ginned bales are being transported in lorries to Southern and Western India. Secondly, Western coal fields, Singareni coal fields are in this area. The coal produced from these mines is being transported to various places through lorries/trucks due to non-availability of proper rail linkage on account of gauge conversion process pending for years together.

The other important source of income to railways is also being lost due to the above fact.

.... This part of the speech was laid on the Table

[Shri Madhusudan Reddy]

Sir, about six cement factories, i.e., L&T Cement, A.C.C. Cement, Manikgodha, Orient Cement factories are located in this Adilabad Pippalkutti, Manjri section.

On account of the snail pace in developing the signalling, track renewal, this line is under-utilised and railways are losing crores of rupees of income. The urgent need of the hour is to pump additional funds to this line, which was opened to traffic in the year 1992, i.e., more than 13 years back. If this is attended to, revenue of S.C. Railway would be doubled in two years.

It may not be out of place to mention through you, Sir, that the total traffic earning of S.C. Railway for the year 2005-06 (Revised) are Rs. 4932 crore whereas that of Central, Northern Railway are Rs. 4807 crore and Rs. 6380 crore respectively. The expenditure of these divisions are Rs. 3904 crore, Rs. 3236 crore and Rs. 5190 crore respectively.

S.C. Railway is expected to have total traffic revenue for the B.E. 2006-2007 to a tune of Rs. 5485 crore, with an operating ratio of 77.4 per cent. Sir, in conformity with this revenue, I request the Railway Minister to release funds to S.C. Railway in future for generating more income. Kazipet is a place, from where all south bound trains take diversion. It is in the heart of Telangana region. It is now functioning under the jurisdiction of Secunderabad Division. Sir, 50 per cent revenue of Secunderabad Division is from Kazipet area. New divisions such as Nanded, Guntur, Hyderabad earns Rs. 107 crore, Rs. 161 crore and Rs. 80 crore per year, whereas Secunderabad Division earns around Rs. 1700 crore per year. This income is on account of Kazipet Section, where many industries, coal fields, cement factories are situated. In view of these facts, I would like to request, the Railway Minister to consider for sanction a new Railway Division at: Kazipet under S.C. Railway for better management, administration and increase of revenue. This division would be from Ballarshah to Kazipet, Bibinagar up to Bhadrachalam covering Western coal fields. Singareni coal fields, cement and lime factories in Nalgonda, Adilabad District. This demand is a long-standing one, genuine and a requirement of this area.

Bellampally is an industrially fast growing city. Mostly, North Indians, Gujaratis, Maharashtrian and business people from Rajasthan come to this place on business, and industrial activities. So, it would be in the interest of this area to stop 2967-2968 Chennai-Jaipur Express; 2655-2656 Navjeevan Express; and 2707-2708 Trivandrum-New Delhi Express at Bellampally. I have already submitted many representations along with the

representations of all political, business and industrial sector of this area in this regard.

Sir, once again, I would like to congratulate the Railway Minister. Shri Laluji and Shri Veluji for this dynamic and common men's budget. We reiterate our support to the budget proposed for the year 2006-07 of the Railways as submitted before this House.*

*SHRI BIKRAM KESHARI DEO (Kalahandi): Sir, while taking part in the discussion going on for the Railway Budget 2006-07, I support it Shri Laluji has tried to get their railway back on track, which he has done to a great extent and railways has been running in Blue instead of red as it was in the previous years, but he would not have been able to do it with the good work started by Shri Nitesh Kumarji doing the NDA government under the leadership of Shri Atal Behari Vajpayee. Now the surpluses stand at about more than 11000 odd crores. So I presume that with these kind of surpluses, he would abide by his first declaration when he became Rail Minister to take Railways to the extremely backward regions of the country where all the natural resources are yet to be exploited for the development of the country, and the deliverance of democratic values could be achieved. Rail as we all know has been the engine of growth for the development of the country to deliver its goods may it be industry, agriculture, functioning of important government machinery like troop movement or relief or food grain movement during the time of a natural unforeseen calamity, it has played a vital role during the super cyclone or the Tsunami tragedy which devastated the coastal India. Railways also has been the cheapest and most environmental friendly mode of transport and I am happy that the Hon'ble Rail Minister has tried to give the railways a face lift, or my opinion is that it is more urban in nature like modernisation of Station; and privatizing container movement, freight handling in Stations, my fear lie in the fact that such type of privatization may create an unemployment atmosphere, and with heavy privatization jobs may be lost, so the only other alternative would be to utilize the vast surpluses to develop port connectivity and complete on going projects in states which never had proper railway network, like in state of Orissa which I feel that during this budget has got a average fair share, but still on going projects like Lanjigarh, Junagarh should have been given more all nation to be completed on time, so that the vast mineral reserves could be exploited to its fullest extent in the District of Kalahandi which is one of the most backward districts of India. Also the agriculture potential could be developed if this project is completed.

*The speech was laid on the Table.

Sir, now here are some suggestions which could be considered seriously for the development of my Kalahandi constituency and the state and the KBK region as a whole, as the doubling project in between Titlagarh and Lanjigarh is going on a bridge is being built on river tel, if the Hon'ble Minister is kind enough as the bridge is going to start I request on public demand of Bolangir and Kalahandi constituency that this bridge should be made a ROAD cum rail bridge as two important trading centre of Kesinga and Titagarh could be connected and TITLAGARH being a Junction could cater to the needs of Kalahandi and other KBK Districts as all important connecting Bhubaneswar the state capital run through Titlagarh which is only 9 Kms from Kesinga and River Tel is the only natural barrier. Also the doubling of line to Raipur should be done from Titlagarh as this will further develop port connectivity with 6 steel plants and two mega Green Field aluminum plants and Coal and lime stone mines located in Bihar, Jharkhand and Orissa which is the mineral treasure house of India and Laluji comes from Bihar and has his affinity with Jharkhand and Orissa and Bengal, so it now becomes his prime responsibility that these states are not neglected by the railways.

Now regarding Lanjigarh-Junagarh (56 KM) though sanctioned since long is progressing slowly, as land acquisition between Lanjigarh to Bhawanipatna is completed, earth work and construction of bridges are in progress. Meanwhile construction for four alumina/aluminum plants are in progress in Kalahandi and Rayagada so the doubling and incomplete projects must be done on times that the industries could utilize the railways.

Narrow gauge and meter gauge line have played their role as per times required but now is the age of Broad Gauge, but I feel that the narrow gauge and meter gauge lines should not be phased out as they could be developed with lesser cost to access inaccessible regions of tourist and eco-tourism interest like the hills of Gharwal and Himachal or the Eastern and Western Ghats Hill destination.

Khanna Commission report on safety of old bridges should be continued and more allocation for replacement should be provided for safety of passengers, another area of concern for the railways is the onboard safety of passenger as incidents of, rape, goonda gardi, looting and dadagiri towards innocent travelers is rampant in section of Bihar, Jharkhand and Orissa and Chattisgarh State, this should be dealt with a firm hand and the

communication facilities of RPF should be strengthened by giving the walkie talkies and mobile phones and proper modernised arms and back up police support and railways guidelines should be amended for the safety of passengers. Also the railways which passes through border areas a lot of smuggling of valuable timber and illicit liquor are done, this should be checked specially on the border of Orissa and Chattisgarh for liquor and in between Andhra and Orissa for the forest products which is being wiped out for railways being utilized to carry illicit timber and woods.

The vacant railway land should be utilized for growing Jatropha Bio-Diesel and the railways should have their processing units along the lines, one of the most potential areas being the East Coast Railways and a Aluminum Wagon Factory should be started a Lanjigarh Road or Kesinga as the Aluminum factories are nearby, also the stainless steel wagon factory may be located somewhere in Sambalpur Division.

Lastly more A/C Retiring Rooms Non AC Retiring Rooms are required in Sambalpur, Kesinga and Lanjigarh Road Stations as these stations have a future potential.

*SHRI AVINASH RAI KHANNA (Hoshiarpur): Sir, with due respect I request that a coach may be attached with a going train from Hoshiarpur to Jullundhar for Haridwar and back.

The D.M.U. running between Hoshiarpur to Jullundhar may be extended to Amritsar.

The D.M.U. running between Jajjon Doaba to Jullundhar may be extended to Amritsar.

With this no economic burden will increase, nor any additional rail line is require. But railway will be benefited.

I am writing to request you for favour providing an additional coach from Jajjon to be linked with from Jalandhar in the interests of people of Doaba region. This has been the long-standing demand of the people of Doaba belt.

You are kindly aware that most of the NRIs from Punjab who has settled in foreign countries are from Doaba region especially from Hoshiarpur, Nawashehr, Banga, Anandpur Sahib and the like.

Jajjon which has been one of the important trade centers between India and other neighbours during the

*The speech was laid on the Table.

[Shri Avinash Rai Khanna]

pre-partition days is already linked with local DMU trains. The proposed additional coach may reach Jalandhar through these DMU local trains and be further attached to any train coming to Delhi. This would not only be a vital source of revenue generation but would also provide relief to people of the region.

I shall therefore be grateful if an additional coach to be linked to and be extended till Jajjon *via* Jalandhar and back in order that the long-standing demand of the people of this belt is met.

I am writing to bring to your notice the need for linking a very important rail link between the two holy cities Sri Amritsar Sahib with Sri Anandpur Sahib which has been the long standing demand of the people of Punjab.

As you are aware, Sri Amritsar and Sri Anandpur Sahib are the holiest cities which draw devotees not only from among Sikh and Punjabi communities but also devotees in general from all over the world. Millions of devotees from India as also millions NRIs invariably travel these two holy cities year after year. Keeping in view the holiness and sanctity of these two cities people of Punjab have had been demanding linking these two holy cities with the rail link.

You will agree that it would not only be a source of heavy revenue generation but would also provide relief to the traveling people. According to an estimate Sri Amritsar alone draws about 4 million foreign tourists among them are NRI Sikh devotees.

The rail link between these two holy cities could be established by extending the rail link between Sri Amritsar-Jajjon which is already in existence from pre-partition days made by extending it further from Jajjon to Sri Anandpur Sahib via Garhshankar would both be economical and feasible. Jajjon being an important trade centre in pre-partition days from where trading took place to Peshawar, Afghanistan, China and Tibet.

I would therefore be grateful that the rail link between the two holy cities be established in the overall interest of the people.

[Translation]

*SHRI CHANDRA MANI TRIPATHI (Rewa): Sir, there is lack of concrete future planning in rail budget. Efforts

*The speech was laid on the Table.

has been made to paint a rosy picture. Far from reality. Rail Minister has stated in his budget speech that 1,60,00,000 people travel in rails daily out of which 1,25,00,000 passengers are general people who travel in second class. No provision for increasing facilities for second class passengers have been made in the budget. No fare concession has been given to them. Irrespective of promises to improve railway station no provision for facilities of second class railway room as well as toilet being therein have been made in this budget. Government is concentrating on railway stations of A and B categories as well as passenger amenities for upper and upper middle class which have no concern with Common Man.

Hon'ble Minister was saying about Cyber Cafe. It is a welcome step but would the hon'ble rail Minister like to apprise about the steps being taken to construct toilets at railway station. Rail Minister has stated that modern boggies will be added in Rajdhani and Shatabdi trains wherein all international facilities would be made available. But no attention has been given towards facilities of reserved coaches of second class. The number of general passenger trains as well as short distance trains is being reduced.

We are the supporter of Information Technology and e-Governance. But these facilities should be extended to maximum people. Rail Minister can earn profit but not at the cost of poors. Government is not merely a trade and profit earning agency but it is the strongest vehicle for implementing public welfare schemes in the biggest democratic nation of the world. Therefore, I would like to submit humbly that rail will earn profit but not at the cost of poors. This rail budget is antipoors budget. It is unfortunate that no time limits have been fixed for completion of various schemes.

No attention has been paid in towards maintaining regional balance in this budget. Vindhya region of Madhya Pradesh has been neglected. The foundation of Lalitpur-Singrolli rail line had been laid by the then Prime Minister in 1998. No provision for the purpose has been made in this budget. Similarly, the hon'ble Rail Minister had stated about survey of Rewa-Mirzapur rail line in last rail budget; but no attention has been given thereon.

Similarly, the time table of super fast express being run between Rewa and Delhi is not convenient at all and the next day of users of this train gets waste. I have requested the hon'ble Minister of Railways many time to change its time table but the hon'ble Minister has only

given assurances every time. I once again request the hon'ble Minister that the time of Rewa-Delhi superfast express train may be changed in such a way so that the train may reach Delhi at 9.30 AM. In addition to these all, I request the hon'ble Minister of Railways to pay attention towards the following points and hope that the hon'ble Minister will pay heed toward my requests. Moreover it will not entail much financial burden.

A morning intercity may be run between Rewa and Jabalpur. It is required urgently as High Court and other Government offices of Madhya Pradesh are situated in Jabalpur where the people of Rewa division have to go in large number.

Construction of another platform at Rewa railway station and it's provision in the current budget may be made.

One pair of DMU train may be introduced between Rewa and Satna.

Another track may be laid between Rewa and Satna. Siding may be constructed Rewa for transportation of goods so that the supply of manure and seeds for use of farmers may be made easily.

SHRIMATI KIRAN MAHESHWARI (Udaipur): Mr. Chairman, Sir, I am grateful to you as you have given me an opportunity to speak on rail budget. I would like also to thank BJP, my Party, for giving me an opportunity to speak on its behalf. I would like to draw the attention of the hon'ble Minister of Railways Shri Lalu Prasad towards the NDA Government. During their rule under the leadership of Shri Atal Bihari Vajpayee; golden quadrilateral scheme was launched to bring about improvement in Road transport, under which east was to be connected to west and North India was to be connected to south by constructing express highways. This was an exemplary work and the people of the country feel pride. They could have never thought that such a great work would be executed. To improve the rail transport the NDA Government had decided to execute uni-gauge system all around the country by the year 2010 which will further improve rail transport. In addition to this separate tracks for goods trains will be laid so as to improve the transportation of goods at lower cost.

16.04 hrs.

[DR. LAXMINARAYAN PANDEY *in the Chair*]

The Minister of Railways Shri Lalu Prasad is not present in the House but both the Ministers of State for Railways are here in the House. Had Shri Lalu Prasad been here it would have been better but I hope that both the hon'ble Ministers of State will convey my points to Shri Lalu Prasad Ji. The Load trade corridor scheme of Rs. 22,000 crores presented by the hon'ble Minister of Railways Lalu Prasad ji in Rail Budget is a good scheme and I welcome this scheme. Under this scheme two different corridors namely; Eastern Corridor and Western Corridor have been planned. The eastern corridor was to be between Ludhiana and Samnagar. However, the moment Shri Lalu Prasad ji was reading the budget some hon'ble Members of the Communist Party raised voice against it and at that very moment he agreed that the track will be extended upto Kolkata instead of Samnagar. I am thankful to him for including Rajasthan also in Western Corridor. There is a dire need to include this part of Rajasthan in the corridor during the survey because when we are going to make western corridor and starting scheme of freight corridor; the Department of Railways will get benefit at the point where maximum freight is available. Therefore, I would like to request that when this western Corridor is starting from Jawaharlal Nehru port via Vadodara to Ahmedabad and after Ahmedabad when it will be entering into Rajasthan it should be laid between Dungarpur to Udaipur, Udaipur to Chattisgarh and via Bhilwara upto Jaipur as it is the shortest route.

Secondly, while discussing about freight corridor I would like to state that there are two districts Dungarpur and Udaipur which have marble mines. Marble is exported from there. In such a situation, most convenient arrangement to transport marble would be available there. Chittorgarh also falls enroute which has cement factories and from where stone is transported to the entire country. Bhilwara which has maximum number of textile mills in the country exports textile to all places. In such a situation, it is necessary that this route should be included. So instead of earlier route this route should be covered under western corridor. A survey should be conducted again in this regard. As a member of Railway Consultant Committee, I would suggest that it would be beneficial for railways to include it. The stand of the Leftists on the western corridor was taken due to pressure. However, it is only a suggestion from my side. If you accept it, it will benefit the railways.

[Shrimati Kiran Maheshwari]

Thirdly, I would like to state that the honourable Minister of Railways was known as messiah of the poor people during J.P. movement but now from the budget he has presented it seems that he is a representative of rich people, so, when he says that we are going to start four Garib Raths, I am unable to understand that because in Garib Rath he has decreased AC three tier fare by 25 per cent. There are 25 to 35 percent B.P.L. families in our country which do not have even two times meal such families can not think to travel in third class A.C. and it would not benefit us in any way by reducing it by 25 percent because if you call it 'Garib Rath' then you should have provided rebate on ordinary class. But I do not think it proper that to earn cheap popularity you name a train as 'Garib Rath' and show as if you have started train for poor people. You are just misleading the people of our country and playing with their sentiments. Announcement of such trains to earn such cheap popularity is worthless. ...*(Interruptions)*

MR. CHAIRMAN : Please be brief.

SHRIMATI KIRAN MAHESHWARI : Mr. Chairman, Sir, I am speaking briefly. In last budget also he had announced that we will arrange trips for Bharat Darshan for common people. People had become hopeful because of his announcement regarding Bharat Darshan in 6000 rupees. But today, I would like to submit that in the last Budget he mentioned about Bharat Darshan but in this budget there is no mention of Bharat Darshan nor any train has been introduced. So, arrangements should be made to introduce a new train linking all the pilgrimages of the country so that people could commute. A train should definitely be started for this purpose. I would request the honourable Minister to think about it.

You have announced to introduce 55 new trains out of which 25 trains have been connected to Patna only. Minister of Railways should have covered the entire country. I would like to submit that Rajasthan is a backward State and ten percent of the total land of our country falls in that area. Despite that, Rajasthan has been neglected. You said that new trains have been started there but only two new trains have been started there. Its like a drop in the ocean. Jaipur is the capital of Rajasthan while Udaipur is the Kashmir of Rajasthan. But no new train has been introduced there nor any train has been extended. A new train has been introduced and that too, in the area of former Chief Minister of the State Shri Ashok Gehlot, who is the leader of Congress party. You have stated that Puri-Jaipur Express will be

running upto Jodhpur. Ahmedabad-Hardwar and Hardwar-Kalka-Jodhpur express will be running upto Barmer. Guwahati-Jodhpur Express will be running upto Barmer and Pune-Ahmedabad Ahimsa Express will be running upto Jodhpur thrice a week. You have mentioned about Thiruvananthapuram-Jodhpur Express running upto Barmer and you have also mentioned in the Rail Budget about Jaipur-Agra Fort train. I would like to submit that your statement about introducing 55 new trains is nothing but to mislead the people of the country. Out of these, there are seven trains which can be run only after gauge conversion. In your rail budget you have said that gauge conversion will be initiated from March, 2006, then how it would be possible to start these new trains. Therefore, I would like to submit that you have said that new trains have been introduced from Ajmer to Udaipur. But gauge conversion has to be done prior to its introduction. It would be better if Jabalpur-Kota is linked to Udaipur. Not only this, Gwalior-Kota should be extended upto Udaipur, then only it would be taken that a new train has been introduced.

As far as gauge conversion is concerned, as I had said while participating in the discussion on the last rail budget and would like to reiterate that gauge conversion from Mawali to Marwad junction should be undertaken as there are world famous temples of Shrinath Ji, Dwarikadish and Charbhujaji which are on this route. Lakhs of pilgrims visit these temples every year. Our area is totally neglected as far as rail connectivity is concerned. There is famous pilgrimage Ramdevra for which this route is the easiest one.

MR. CHAIRMAN : Please conclude, you have taken 10 minutes.

SHRIMATI KIRAN MAHESHWARI : I am concluding. World's largest marble market is enroute Nathawara-Kakrol-Aamet and marble is exported from there. Direct link between Udaipur cantt and Jodhpur Cantt would be better from the security point of view so gauge conversion of Marwad Junction should be done.

MR. CHAIRMAN : Please conclude, as the other Members of your party also have to speak. If you wish you may lay the remaining part of your speech on the table otherwise it would not be recorded.

SHRIMATI KIRAN MAHESHWARI : Mr Chairman, Sir, I will conclude, within two minutes. Udaipur should be directly connected with Bangalore and other cities of South

India. You had said it earlier that you would conduct a survey and then, gauge conversion but nothing has been done so far. I feel sorry that you have not kept your words. After this survey, gauge conversion should be undertaken on Ratlam-Banshwara-Dungarpur rail route. Our area is dominated by tribals. There are no rail tracks so people have not seen rail there. So, rail lines should be laid in Banshwara so that people could trust and travel by train.

Rajasthan is in North West Zone but Jodhpur is in the Western Zone, it should also be brought under North-West Zone so that it could be convenient for employees. The name of Udaipur Jaipur Express Superfast train should be changed to Meera Express on the name of devotee of lord Krishna and poetess Meera. Besides this, Udaipur and Nathdwara railway station should be made a nodal station and computer reservation facility should be provided at Nathdwara and Kankroli stations. Another entrance should be made at Udaipur railway station from police lines side.

*SHRI SITA RAM YADAV (Sitamarhi) : Sir, the Hon'ble Minister of Railways has pointed out the country by presenting the Rail Budget, 2006-07 that Railways can progress rapidly without increasing rail fare and freight charges. He has not only increased the income resources more than 11 crores of rupees but also has proposed to introduce new trains and many reforms. My following proposal is as follows:-

Muzaffarpur-Sitamarhi new rail line which is to be completed in the year of 2006-07 may be completed during the same period.

The broadgauge line of Jainagar-Darbhanga-Sitamarhi-Narkatiyaganj which has been approved, should be completed, within two years and relating to gauge conversion work is on progress there.

The works on Sitamarhi-Sonbarsa-Buxar, Mithamore, Chorot, Joinagar new rail line should be started by conducting survey.

There was a proposal during the last year for survey of new rail line for Narainpur (Muzaffarpur), Janakpur Road-Chorot, Madhubani but this time there is no such proposal. Now they should be linked and work should be started by conducting survey.

Darbhanga-Sitamarhi-Narkatiyaganj rail line is meter gauge line. Hence two trains should be introduced and

the number of bogies should also be added to the existing trains.

There is no first class bogie in the trains running Darbhanga-Sitamarhi-Narkatiyaganj rail line and hence at least one first class bogie should be added to all the trains. Previously, there used to be a first class bogie in all of the trains but it was withdrawn later on.

Janakpur Road station, Wazpatti station and Parshauni station should be modernized and be given a face lift.

The overbridge at the east gumti of Janakpur station on Darbhanga-Sitamarhi-Narkatiyaganj rail line and at the east and west gumti of Sitamarhi station should be constructed.

I have proposed the ongoing broadgauge conversion on Darbhanga-Sitamarhi-Narkatiyaganj rail line where I want that level of that rail line should be heightened because rail line often gets breached due to flood.

The all passengers trains on Wachhadpur and Tapasi Narain halt should be stopped so that people could avail the train facility.

The station of Sitamarhi-Muzaffarpur new rail line is Saidpur but in deed, there is a proposal to build a railway station in the north two kilometre away from the present station. Hence it should be constructed at the appropriate place Saidpur.

There is a proposal of Gadha station on Sitamarhi-Muzaffarpur new railway line and it should be named as Gadha Manik Chowk.

*SHRI GANESH PRASAD SINGH (Jahanabad) : Sir, I would like to say while presenting rail budget, 2006-07 that weak, handicapped and women can not board the train due to heavy rush of passengers on Patna-Gaya rail line. Therefore, I would like to demand from the Hon'ble Minister of Railways that a provision should be made in the Budget to operate at least three new DMU trains on Patna-Gaya line. Simultaneously, Parasa, Punpun, Pothahi, Narawah, Taregana, Nadaul, Jahanabad, Jahanabad court, Tehta and Makhdumpur stations of Patna-Gaya railway line should be modernized and provision of passengers amenities, Dharmshala, lavatories and water at each station should be made.

*The speech was laid on the Table.

*The speech was laid on the Table.

[Shri Ganesh Prasad Singh]

Sir, I would like to demand from the Hon'ble Minister, through you, that one and half dozens of railway pavements near the railway crossing have been breached recently due to which people are facing problems and you have seen that at the time of inauguration of Nyajipur and Aur Halt recently and a memorandum has also been given to you in this regard by the local people.

Sir, I would like to demand from the honourable Minister, through you, regarding construction of road by Railways on railway land at Tarengana and Jahanabad stations.

It was demanded during the discussion of Rail Budget, 2004-05 about laying of new rail line from Bihra to Augraha Narain Raod and Islampur to Gaya via Hulasganj and Khzersarai and you had also given an assurance in your reply, but even survey could not be conducted. Therefore I demand that action should be taken in the direction of laying new rail line by conducting survey at the earliest.

Therefore, I demand for over bridge construction at the Masauri railway Gumti after Tarengana station.

[English]

*SHRI MADHUSUDAN MISTRY (Sabarkantha): Sir, I welcome the Railway Budget presented by the Railway Minister Shri Lalu Prasad Yadav. The Railway budget left the customary critics speechless. The Railway budget did not increase as usual the train fair. Not only that it takes care of providing the various facilities to the passengers. In the budget, there is an announcement of number of new trains, gauge conversion, extension of existing trains and providing the manning of goods the commerce and industry while I congratulate the Railway Minister, I must draw his attention to the aspiration not fulfilled of the people of Gujarat.

There has been a long pending demand to shift Western Railway headquarters to Gujarat since more than 75% Railway network is spread in Gujarat. It is not addressed in budget at all.

There was a talk of commissioning the third track between Ahmedabad and Mumbai. If I am not wrong the survey was also carried out. I don't know why the people of Gujarat did not hear any thing about the commissioning of the third track. Is it shelved or the railway is pursuing it further.

There has been persistent demand of the people to start Ahmedabad-Delhi Express trains and a local train between Ahmedabad-Abu road. There were number of trains between Ahmedabad-Aburoad, but since the conversion of meter gauge to broad gauge: these trains are cancelled or not started. This has left the entire passenger load on the Abu road-Ahmedabad Memu trains. The Rajdhani and Ashram Express do not stop at small stations, and as a result the passenger get stranded and hence there is a dire need to start a local train between Ahmedabad-Abu road and Express trains between Ahmedabad-Delhi.

Since three years, I have been demanding to commission a rail line between Modasa-Shamlaji, which is hardly 15 kms. The survey on this line is completed. However, I am told that this line does not favour R and R. I want to draw your attention Mr. Minister, that the commissioning of this 15 kms. railway line will open up a new Third route between the Mumbai-Vadodara-Nadiad. Modasa-Shamlaji-Udaipur, Chittorgarh and Delhi. I am surprised about the conclusion of unfavourable R and R, Laying of this 15 kms railway line will help and boost the economy of this backward region beside opening up a new route. I strongly urge the Railway Minister to sanction this railway line.

Sir, there has been a long pending demand to convert the Ahmedabad-Himmatnagar-Dungarpur-Udaipur into the broad gauge. This is a main line. Since there is no announcement of this gauge conversion. I insist that this be announced while replying on the demand of the budget.

Beside this, Sir, the stations between Ahmedabad-Himmatnagar and Khedbrahma require upgradation in providing the facilities to the passengers; the train timing of Nadiad-Modasa need to be changed and should be made from 6:00 a.m. in the morning to 8:00 a.m. in the morning; the Modasa to Nadiad trains can be extended to Vadodara and it should be provided a carriage, which can take the passenger going to Mumbai. This carriage can be joined to any Mumbai bound trains either from Ahmedabad-Mumbai or from Delhi-Mumbai. This would increase the income of the railway on this line.

Some part of the railway portion from my constituency fall in Ajmer Division while other part falls in Ahmedabad Division. I suggest that Himmatnagar-Lusadia-Dungarpur railway line should be transferred in Ahmedabad Division. So, that I have to deal with only one Division and not two Divisions.

*The speech was laid on the Table.

The construction work of R.O.B. on R.C. No. 8 is started and I request that this work should be completed in time.

The Delhi-Ahmedabad Ashram Express should have a pantry car. This will help the passengers.

Ahmedabad-Delhi-Ahmedabad-Rajdhani train should be given a stop at 'Sabarmati Station'. The "Sabarmati Station" is a part of the Ahmedabad City like Delhi Cantonment. The stoppage of Rajdhani at Sabarmati Station would ease the traffic and conjunction at Ahmedabad Railway Station.

*SHRI N.S.V. CHITTHAN (Dindigul): Hon'ble Chairman, I have participated in many discussions in this august House and whatever I have spoken it was in English and now for the first time, I would like to speak in Tamil, my mother tongue, while taking part in the discussion on Railway Budget for the year, 2006-2007. I thank the Chair for giving me this opportunity to speak on this occasion. I welcome and support this Budget. The UPA Government under the able guidance of Smt. Sonia Gandhi and under the dynamic stewardship of our great economist, Shri Manmohan Singh, have presented this Railway Budget for the third consecutive year without any freight or fare hike. I heartily congratulate Hon'ble Railway Minister Shri Lalujji and Hon'ble Minister of State for Railways Shri Veluji for their commendable presentation of this Budget, that is being widely appreciated by the poorer sections of the society, farmers, students and people from different walks of life for it is pro-poor and people friendly.

I would like to put on record my appreciation for the commendable measure on the part of the Railway Minister to have evolved the Budget for the third time in succession without going in for any hike in passenger fare, freight rates while increasing passenger amenities both in Railway Trains and Railway Stations. This is really an achievement at this time when price rise is of the order of the day. The people of this country are quite aware of the fact that it is a collective endeavour put up by the Hon'ble Railway Minister along with his Deputies and the Railway Board Officials and also 14 lakhs Railway employees all over the country, who have endeavoured to make a great effort of making the Railway operation viable and remunerative. I would like to wholeheartedly appreciate and congratulate the Railway Ministry and this

Government for their valuable efforts to have augmented the profit returns. Three years back, the profit margin was mere Rs. 300 crores. Now, it has touched Rs. 11000 crores. This is nothing but a commendable managerial skill on the part of the Railways. For the first time, Hon'ble Railway Minister has announced that the Double Decker Trains will soon be introduced in many routes. This will not only increase the facilities to the passengers, but it will augment the revenue to the coffers of the Railways. I earnestly appeal to him to pursue this vigorously.

There are many aspects in this Budget that are commendable. Considering the paucity of time, let me highlight just a few among them. From this year, 25 new trains are to commence service. Seven weekly trains have also been announced. Six new trains that will run thrice a week and 17 new daily trains both as Express and Passenger Trains are to be introduced. I would like to appreciate and welcome the announcement by the Railway Minister to go in for attaching more than 500 coaches in about 190 trains which will definitely be fetching good returns fulfilling the demands of the public. Hon'ble Railway Minister has also announced that four popular trains will have world-class international standards and quality of service. I welcome this move and I would like to request him to consider increasing this number so that this measure is taken to different parts of the country. 200 Trains have been made Super Fast Trains through an announcement made in this Budget. When our late leader Perunthalaivar K. Kamaraj was the Chief Minister of Tamilnadu, at his initiative the Integral Coach Factory at Perambur was set up and is functioning efficiently till date. Its production capacity is being increased from this year. I welcome this move. Integral Coach Factory, Perambur will henceforth be manufacturing 1500 coaches per year from 1250. As such, the physically challenged people are extended with 50 per cent concession. Now, trains like Gharib Rath are to be introduced to benefit the poor to travel by three-tier fully air conditioned trains with 25 per cent concessional fares. Now the Railways are functioning efficiently because of the dedication and the people friendly attitude on the part of the management. Freight movement has fetched 18 per cent increased revenue. The total revenue in freight movement alone is Rs. 36,440 crores. Revenue through passenger fares has increased by 7 per cent. Revenue from sale of coaches has increased by 37 percent. From other sources, the revenue increase is to the tune of 56 per cent. I hope, this financial acumen and efficient management of Railways will be appreciated

*English Translation of the Speech originally delivered in Tamil.

[Shri N.S.V. Chitthan]

by all sections of this august House. Some of the Hon'ble Members from other States while participating in this discussion stated that Tamilnadu gets many trains and facilities, a better deal. But, I would like to point out that Tamilnadu was neglected and ignored for many years till recently and our turn has come only now to get a better deal. Tamil Nadu, that was in the dark for many a years has seen the light of the day only now. I would only request Hon'ble Members from other States to share the joy with us and congratulate us for our patience and success. The announcement in this Budget pertaining to the gauge conversion work to be taken up between Pollachi Palghat, Pollachi-Coimbatore, Pollachi - Dindigul is a welcome one. At this juncture, I would like to request the Hon'ble Railway Minister to sanction and announce rail over bridge in Dindigul town on the railway lines that link Dindigul with Karur and Dindigul with Tiruchirappalli. These lines that run through Dindigul town causes traffic congestion and wastage of fuel as many vehicle are held up for long duration every now and then. Hon'ble Chairman, I would like to point out that there is only a single railway line route between Chennai and Kanyakumari. This rail route is there from the days of the Britishers. This is one of the oldest routes yet to be doubled up. Doubling of this entire stretch is a far cry pending for a long time. It is the life line of Tamilnadu. There are many sections, many routes in many States as double track lines, but in Tamilnadu, even this main railway route is not having double line. Chingleput-Tiruchirappalli. Maniyatchi-Tuticorin, Madurai-Kanyakumari are the three important sections where the doubling of lines needs to be taken up urgently. I request the Railway Minister to look into and include, if possible, in the list of projects to be taken up this year itself. Herein, I would like to make a special request. Vedaranyam is a historical place. That is widely known for the Salt Satyagrah during the Freedom Movement. I would like to impress upon the Railway Minister for gauge conversion between Railway line Thiruthuraiipoondy and Agasthiyam Palayam. There are many salt manufacturers and that is their main occupation in this region. Salt goes to many parts of the country from here. Laying of this line will help improve the freight movement from this salt manufacturing area. As there is no direct rail link, the salt manufacturers could not get remunerative price. For a long time Bodi-Madurai section remains a meter-gauge section. To ensure better connectivity, gauge conversion may be taken up in that section to benefit the people living in those areas. Electrification work may also be taken up between Tiruchirappalli and Madurai. Dedicated Freight Corridor

known as Western and Eastern Corridor linking Mumbai and Kolkata with Delhi are on the anvil.

I urge upon the Railway Minister to consider taking up Dedicated Freight Corridor Project connecting important industrial and port cities in the South. I would like to request the Railway Minister to consider taking up Dedicated Freight Corridor linking Chennai with Kolkata and Mumbai. This will help save fuel and will viably compete with the truck operation sector. Between Dindigul and Madurai both broad-gauge and meter-gauge lines are available. If this meter-gauge line is converted into a broad-gauge line, it would be feasible and possible to run 15 new trains in a profitable way. I have been raising this demand right from 1996. Since this section forms part of Chennai Kanyakumari rail route. It would be profitable to go for gauge conversion in this section immediately. This year itself if an allocation of Rs. 90 crores is made at one go, it would help solve the problem for a long time to come. Survey for laying railway line between Dindigul and Sabarimala was taken up. It is reported that it has been found not feasible. I would like to urge upon you to have a re-look changing parameters and yardsticks for this kind of study. This is a hilly terrain with backward areas, but definitely a route that attracts several thousands pilgrims from all over the country thronging the place. So, I urge upon the Railway Minister to go in for this project which will definitely be proving a profitable one sooner than later. This is important from the pilgrimage point of view because the annual pilgrimage has become a regular feature in that part of the country drawing lakhs of people from different parts of the sub-continent. Pilgrims are coming even from foreign countries. Periyakulam town is situated on this route. It is a place known for agricultural produce and cash crops. Periyakulam is also famous for mangoes. There are many far-flung villages in that region. This UPA Government under the guidance of Smt. Sonia Gandhi and Shri Manmohan Singh have taken up a project called Bharat Nirman which aims at improving the lot of the rural poor bringing about rural development. These schemes can be taken to every village there if rail connectivity is provided by way of taking up this new rail route between Dindigul and Sabarimala. So, this would help both pilgrimage and rural development. Kindly change the goal post and play it again, reconsider it changing the parameters. I request you to take up this project in right earnestness this year itself to link Dindigul with Sabarimala. The rail line between Madurai and Kottayam may kindly be laid as the survey work has been completed. This rail link will fetch remunerative prices for the cash crops and spices like Cardamom. This will ensure better connectivity

between the Kerala and Tamilnadu and both the States will be benefited. My native town Thirumangalam is a municipal town with many educational institutions and industrial units. This upcoming town needs to be provided with computerised reservation centre because many of our defence personnel hailing from villages surrounding Thirumangalam town will be benefited. These Jawans travel from different parts of India to their native place. Similarly, Kodai Road Station which is an important point to go to the famous hill station of the poor — 'Kodaikanal', must have a computerised reservation centre considering the traditional tourism potential of this Station. Sir, this is very important. I have been requesting Shri Veluji and I urge upon him to go in for this year itself because this is urgent and important. Sir, I received a letter from Shri Mayandi Bharathi, an octogenarian freedom fighter from Madurai. He has written to me that Free Rail Travel Concession Facility may be extended to all the living freedom fighters. I urge upon the Railway Ministry to provide free rail passes to these men who won freedom for us. Some freedom fighters are getting Central Pension and they alone are eligible for free railway passes as of now. Whereas those of the freedom fighters who get State Government Pension are not getting free rail passes. Kindly extend this benefit to State Pensioners also who get only Bus passes from the State Governments. It is nearly 60 years since we have won freedom. These freedom fighters most of them are above 80 and 90 years of age. Till such time when they are with us, we must honour them by way of extending this kind of facilities. Their number is not going to increase, instead it is on the decline. They are becoming an extinct species. So, we must honour them when they are with us. Let us ensure the comfortable journey in railway trains if they choose to. Let me conclude my speech congratulating again the Railway Ministry and placing on record my deep appreciation for several commendable steps it has spelt out through this year's Railway Budget.

*SHRI Y.S. VIVEKANANDA REDDY (Cuddapah): Hon'ble Speaker, Sir, Thank you very much for permitting me to speak in response to the Railway Budget 2006-2007.

Sir, this is to bring to the notice of Government through you Sir that paltry 10 crores (ten crores) has been provided for the New Line—Yerraguntla to Nandyal in South Central Railway. Sir, this scheme was sanctioned in 1996 by the then Prime Minister Shri P.V. Narsimha Rao who represented Nandyal Lok Sabha Constituency. Entire land acquisitions has been completed and civil works were started since three years but because budget

allocations are meager work is going at a very slow progress. Out of the on-going works, just one bridge over river Pennar which is estimated at 12 crores and the contractor had to stop the work for want of payment of bills. So, I request the Hon'ble Minister of Railways, Hon'ble Union Minister for Finance and the Hon'ble Prime Minister through you Sir to enhance the Budget Allocation to at least 35 crores for this 2006-07.

It is very painful to note that Budget Allocation for this very very important work is reduced by 50% of last year's allocation (2005-06-130 crores, 2006-07-65 crores). It should have been 100% more than last year's allocation.

If necessary funds to a tune of about 200 crores be made available. Railways can proudly complete and launch this prestigious scheme in one year's time because this sector is the largest earning sector in Guntakal Division of South Central Railway and also this sector is a part of 100 + years old Chennai Mumbai Railway Line connecting 2 important metropolitan cities in this country. Let this important demand of people of Tamil Nadu, Andhra Pradesh, Karnataka and Maharashtra including Goa and Pondicherry be positively considered and all the necessary funds be provided for early completion.

Budget mentions a prestigious Freight Corridor between Mumbai-Delhi-Kolkata. Sir, people and areas of Orissa, Andhra Pradesh, Tamil Nadu, Pondicherry, Karnataka, Kerala and Maharashtra demand for the announcement of similar Freight Corridor between Kolkata-Chennai-Mumbai, as this helps to boost the economy of the entire east coast with all their sea ports and rich natural resources and also develop the backward areas of Rayalaseema and North Karnataka.

*SHRI SUGRIB SINGH (Phulbani): Sir, it is regrettable that 389 kilometres Khurda - Bolangir Railway line, which was sanctioned during 1994-95, has not made any progress till date. Even one-tenth of the total fund required for this line has not been allocated so far. Along with the shortage of funds, lack of initiatives made for acquisition of land has delayed the construction work. When the project was sanctioned, the estimated cost was Rs. 354 crore. It has now reached to Rs. 700 crore due to cost escalation. In 2004-05, only Rs. 15.38 crore were allocated and in 2005-06, the allocation has been reduced to Rs. 10 crore. Under the circumstances, only the construction of line for 22 kilometres from Khurda could be started. With the pace of progress, you can imagine, Sir, how many years it will take to complete the construction work. As many as 6 under bridges, 403 small bridges, 32 major

*The speech was laid on the Table.

*The speech was laid on the Table.

[Shri Sugrib Singh]

bridges, 11 tunnels, 126 level crossing and 17 railway stations are to be constructed for this line.

There is no progress on the ground in regard to the new line between Phulbani to Barhampur. People of more than 50 towns, which are more than 20 lakh in number, are still deprived by the Indian Railways even after the 59 years of independence. There is no railway service in Khandamal. The Railways has conducted survey for Phulbani to Barhampur line.

Once these lines are completed, it will connect Nayagarh, Phulbani, Boudh, Sonapur with Bolangir and Khurda, the premier towns of Orissa. This missing link will establish emotional attachment between the coastal Orissa and Western Orissa. My parliamentary constituency Phulbani, which is traditionally a backward area, is predominantly a habitat of Tribals and Scheduled Castes and they will be greatly benefited. In fact Khurda-Bolangir railway line will be considered as the lifeline of the State.

Sir, hon. Railway Minister is saying that it is a Garib ka Budget but I am surprised how it is Garib ka Budget. People of my State are Garib and my Constituency is also Garib. He has ignored not only people of my Constituency but also ignored my State. That is why the Railway Ministry is not kind enough to allocate sufficient funds to complete Khurda - Bolangir railway line and also new railway lines between Barhampur-Phulbani in my State.

As such, Sir, I demand that 100 per cent of the estimated cost is allotted for Khurda-Bolangir line and Barhampur-Phulbani new railway line may be announced in this financial year.

MR. CHAIRMAN : Now, Shri Prabodh Panda. Please speak only for five minutes.

SHRI PRABODH PANDA (Midnapore): Mr. Chairman, Sir. I cannot cover all my points in five minutes, So, I beg your permission to lay the rest of my speech on the Table of the House.

Sir, I thank you for giving me the opportunity to speak on the Railway Budget and the Demands for Grants on Account (Railways) for 2006-07.

While participating in this discussion, I broadly support this Budget and the Demands for Grants on Account

(Railways) but I would like to point out that certain unpleasant aspect which deserve to be given re-look and are needed necessary corrections.

I would not be going with mere repetition of mentioning the positive aspects which have been narrated forcefully by several hon. Members of this august House here. I think, there is no need of stating all these aspects.

Sir, it is said that there has been a historical turn in the Indian Railways. There is a hope that the Indian Railways would be the premier Railways of the world. But contrast is that while the Minister boastfully is using all these good and enthusiastic words, the strength of the Railway employees is getting reduced numerically. During the last five years it had been decreased around one lakh in number. Nevertheless, Group 'D' number lowered down around 60,000 out of that. But Group 'A' and Group 'B' number had remained the same almost. It reveals that whatever is said about the poor family and SC & ST category involvement and increase in the Railway staff, the fact is quite reverse. In most of the Zones, Group 'D' recruitment was not done for the last eight years.

Sir, about the proposal of introducing new trains, it seems that most of the proposed trains are aimed to cover Bihar and Tamil Nadu, the home States of the hon. Ministers. The national outlook is lacking in it. Rather it reflects the narrow and regional mindset of the concerned Ministers which causes dissatisfaction and anguish among the people of the several States, particularly West Bengal, Kerala, Andhra Pradesh and Assam. Out of 55 new trains, only one MEMU and one DMU are proposed, while in the last financial year 2004-05, the Indian Railways introduced 20 DMU/DEMU and 11 MEMU and 8 Rail Bus services. In addition to that, 14 DMU/MEMU services were extended and frequency of four DMU trains were increased.

But it is a matter of concern that this Railway Budget ignores totally the interest of the suburban people, and mostly the working people who used to go to the city and towns each and every day for their livelihood.

Sir, in a poetic manner, in regard to the passenger service it is said:

"Behtar seva, vajib dam

Rail ki hogi yaha pahchan"

Sir, it is called that the year 2006-07 is the year of the passengers. There is nothing. All these words are rhetoric. In this context, let me come to the point on 'Garib Rath'. It seems that it is as good as a new invention. It is nothing but befooling the people. Is this so-called Garib Rath beneficial to the poor? Or, is it helpful to the upper class passengers? Let us have a close look at this point. The Minister knows better than me. The proposal is that the fare in these trains would be 25 per cent lower than the present AC III-tier fare.

Let me put the concrete figure. For travelling, 100 kilometres in III-tier sleeper class, one has to pay Rs. 56 and as per the new proposal, he has to pay Rs. 117 for the same distance. It is not that the poor people are very much interested and eager to travel in AC. They are interested in travelling on train with less fare and it is not that they are interested in travelling on train, in the AC coach by paying more fare. So, it seems that there is more than 100 per cent increase in the fare for the poor people. It is 25 per cent less for the upper class passengers.

Let me come to another point.

MR. CHAIRMAN : Now, you can lay your speech on the Table of the House.

SHRI PRABODH PANDA : I am going to do that. But it is my expectation that in addition to all these points, the Minister should discuss the other points also. Nothing has been said about the problems of the railway contract workers. The catering policy of the Railways should have a re-look so that the people who used to run the catering system in different railway stations should not be thrown out of their jobs. Nothing has been addressed so far about the problems of the porters and the coolies in this Railway Budget.

In addition to that, now I am coming to some genuine problems so far as my constituency is concerned. ... (*Interruptions*) If you allow me, I will put all these things in my written speech. I will lay it on the Table.

But I will be happy if the Minister, Lalaji himself is here so that I can put some concrete proposals before him in regard to Kharagpur. He knows better why I am putting all the proposals for Kharagpur. Not only myself, he is very much interested in this so that the problems of Kharagpur can be solved but nothing has been addressed so far. So, I would request the Minister so that his Ministry should have a re-look at all these items.

In the name of passenger amenities, what is given is sop to the upper class passengers and a big burden to the lower class passengers. So, this outlook should be changed.

With all these words, I conclude my speech. Sir, I appeal to you to allow me so that I can give more points and lay all these points on the Table of the House.

MR. CHAIRMAN: Now, you can lay it on the Table of the House.

*SHRI PRABODH PANDA: Thank you.

Sir, we, the Members coming from West Bengal have strongly registered the protest in this House itself for not connecting the Eastern Freight Corridor Project with Kolkata. I hope, the Minister would have realised the situation and would have felt the grievances and would give the second thought to satisfy us.

Now, I am coming to some specific points which cover my parliamentary constituency. My first point is regarding doubling from Kharagpur to Midnapore via Giri Maidan. Updating of survey work is already finished. The cost is estimated around Rs. 44 crore. That should be incorporated in the current Budget. Second bridge on the river Kasai in between Gokulpur and Midnapore should be sanctioned.

Secondly, the upgradation of Kharagpur Railway Hospital is urgently needed.

Thirdly, a provision of escalator or extension of existing subway to the platform no. 5 & 6 at Kharagpur Railway Station is urgently needed.

Fourthly, rehabilitation programme for the evicted people from the railway land should be taken up.

My fifth point is that a new passenger train from Kharagpur to Bhubaneswar should be introduced.

My sixth point is that stoppage of Chennai Mail at Contai Road is required.

My seventh point is regarding the ROB at Puri Gate of Kharagpur and its 100 per cent cost should be borne by the Indian Railways.

I hope hon. Minister would think over all these points. With these words, I would like to conclude."

..... This part of the speech was laid on the Table.

DR. R. SENTHIL (Dharmapuri): Hon. Chairman, Sir, I thank you for giving me this chance.

I rise on behalf of Pattali Makkal Katchi to support the Demands for Grants of the Railway Budget for the year 2006-07. Sir, the true disciple of Mr. V.P. Singh who lead the Backward Class movement, Shri Lalu Prasad, and the disciple of our beloved Ayya Dr. Ramadoss who is the champion of down trodden in Tamil Nadu, Shri Velu have come together and they have produced a very historic Budget. Arguably the best ever Railway Budget for the people of India has been presented by Shri Lalu Prasad.

Sir, one very important thing which other hon. Members have not mentioned I would just like to mention. When they fill up backlog vacancies, it will not only be for Scheduled Castes and Scheduled Tribes but also for Other Backward Classes. They have shown an example to other Ministries. I think other Ministries should follow the same example of including OBCs along with SCs and STs. Similarly, when they relaxed the age for applying to railway jobs by one year, again they included OBCs along with SCs and STs. I think this is the Government for OBCs and the railways have reflected it.

Sir, hon. Lalaji has, for the third time in succession, presented a budget without increase in fares, a historic feat in the independent India. Not only that he has actually reduced the second class fare by Re. 1/- last time, but now he has slashed the first and second class AC fares by 26 per cent and 30 per cent respectively. This is what people call as revolution.

Sir, the railways in India have shown the way for other public sectors on how to perform. They are working like private entrepreneurs. They have used the techniques of any private entrepreneur in increasing the revenues of railways. Railway is without doubt a model public enterprise. I thank the hon. Minister for acknowledging the efforts of every railway man.

Sir, the traffic revenues are to cross Rs. 54,600 crore. The trend of the railways is to earn more money. But I thank you for making it your policy not to earn by making railways a premium industry - meant for the rich and affluent but by making it the common man's utility. I receive your statement that your principle is to increase volumes and reduce costs. But this statement has to be converted into action.

Sir, the railways have increased the speed of about 200 trains and reduced the running time and made them super fast. Though it would be welcomed by the upper middle class yet the lower middle class would not be welcoming it. It is because the charges will be more and there will be fewer stoppages. Instead, railways should establish more and more passenger trains and suburban trains.

Sir, the ultimate aim of the railways should be to provide passenger service to every small town of the nation and the railway lines should criss-cross the nation. Railways should set a target year and work on it.

Sir, I welcome the move to involve the architects to make the stations more beautiful. But I request through you, Sir that the hon. Minister should ensure that such beautification move does not cause damage to any of the heritage buildings that the railways have. Please remember that almost each and every station built by British is a heritage.

I am not going to list the whole lot of useful projects that had been announced in the budget. My colleague Shri N. S. V. Chittan has given the list in Tamil Nadu. But through you, Sir I want to tell the hon. Minister that he has done an extraordinary job. Jobs pending for years have been announced. Many dreams of Tamil Nadu, like the Salem Division has been realised in your time. Many impossibles like the Dindigul-Colombatore link has been made possible. I whole-heartedly thank you for this.

Sir, through you, I would request the hon. Minister to allot required funds to the above projects so that they are completed in time.

Sir, I am surprised by one or two things. For example, the lowering of freight rates of diesel and petrol by eight per cent is expected to ease the inflationary pressures on the economy. That is what a public sector enterprise is—to reduce the price when you have more. Would a private enterprise ever do it? There is a lot of increase in revenues and you could spend so much on Plan expenditure. Why should we talk about privatisation or private freight corridor at this moment? It is a bit surprising. When the income is so much increasing, I do not understand that. I just want to say that railway is not only the model enterprise but also it has got the cultural heritage and railway should protect it and it should remain as a public sector, totally committed to the nation.

Sir, the hon. Minister has mentioned that stations as well as passenger amenities will be modernised. I welcome it. My only worry is that are you going to involve the private sector. Would I be charged while I am waiting in the station? Please clarify this point.

Sir, the railways have done so much, but as my earlier colleague has mentioned, the employees have come down. Three lakh employees have come down over a course of 15 years. Railways should continue to be a biggest employer. I understand rationalisation of manpower, but please do not ration the manpower.

Sir, I have a few demands for your consideration. In the first railway budget of the UPA Government in 2004 itself, it had been proposed to link Dharmapuri to Krishnagiri and link Hosur and Jolarpet *via* Krishnagiri.

Sir, I am sorry to say that no fund has been released for the above project so far and it found no mention in the present Budget. I would request the hon. Minister to take urgent steps for speedy implementation of the project.

I would also like to mention that electrification of Salem-Bangalore line was requested earlier. It is still pending. The Chennai-Tuticorin line is the most important line in Tamil Nadu and this needs to be converted as a double line and also electrified. Both these works are pending in some stretches. I would request the hon. Minister to please expedite the new line laying works of Mayavaram-Karaikudi and Madurai-Bodinaickanur.

I once again congratulate the hon. Minister for his extraordinary and people-friendly Budget.

[Translation]

SHRIMATI KARUNA SHUKLA (*Janjgir*) : Mr. Chairman, Sir, thank you very much. I will try to put forth my points within the time frame fixed by you. I oppose the third consecutive budget presented by Hon'ble Lalu ji, because it is neither an Indian Rail Budget nor a budget for Indians. It seems that it is a Budget for Laluji and Bihar. Hon'ble Lalu ji has proved in this Budget the example of political use as much as he could by present it. There are 15 crores of people in the country who have not seen the train so far and here a Rath is being talked about. Rath (Chariot) is ridden by the wealthy people but not by poor. ...*(Interruptions)*.

SHRIMATI KRISHNA TIRATH (*Karolbagh*) : Advaniji also travelled by a Rath. ...*(Interruptions)*

SHRIMATI KARUNA SHUKLA : Advaniji has been National President of the Bhartiya Janta Party and now he is Leader of Opposition. He drove the Rath for the party but he did not use the rail as Rath*(Interruptions)* He travelled by a Rath (Chariot) in order to reach the ideology of Bhartiya Janta Party from door to door which is very difficult task you can not do that. ...*(Interruptions)*

MR. CHAIRMAN : She is not yielding. Please take you seat.

....*(interruptions)*

SHRIMATI KARUNA SHUKLA : Please do not compare yourself with Advaniji. It is beyond your control to possess qualities of labour, hard work, thinking and ideology like Advaniji ...*(Interruptions)* What think about Vajpayee would you like to listen you? Let me know. I shall narrate you about that. ...*(Interruptions)*

[English]

MR. CHAIRMAN : Please do not disturb her. Please take you seat.

...*(Interruptions)*

[Translation]

SHRIMATI KARUNA SHUKLA : May I recite the poems of Vajpayeeji? Let me know what thing of Vajpayee would like to listen to? ...*(Interruptions)*

Hon'ble Chairman, Sir, I do not understand as to what happens when I rise to speak. ...*(Interruptions)*

MR. CHAIRMAN : You are not supposed to answer their reply. You may continue please.

SHRIMATI KARUNA SHUKLA: Mr. Chairman, Sir, once again I am restarting my speech from there*(Interruptions)*. The Minister of State in the Ministry of Railways is present here, I am drawing his attention to the fact that even after sixty years of our independence, 15 crore people of our country have not even got a glimpse of the Railways. If they are the well-wishers of the poor who want to protect those people's interest and want to take some steps for the welfare of them, if they want to provide better rail services in the country, then providing 'Garib Rath' to the poor for travelling would not

[Shri Shrimati Karuna Shukla]

serve any purpose, they should at least give them one chance to see the rail. ...*(Interruptions)*

Mr. Chairman, Sir, it is my good fortune that the Minister of Railways hon. Shri Lalujji is now present in the House ...*(Interruptions)*

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): Madam, the opportunity to view the rail will come later on, now did not you get an opportunity to catch a glimpse of me?

SHRIMATI KARUNA SHUKLA: I was not talking about my desire to view the rail services. Lalujji, you are the Minister of Railways and through T.V. people of the entire country see you. The people of the country definitely want to see the way in which the hon. Minister presents his view point.

Mr. Chairman, Sir, I have sent 20 letters concerning various issues to hon. Lalujji but with deep regret I am forced to say that unfortunately I received not even a single reply from him.

Hon'ble Velu ji did give me reply to my letters in which it was stated that survey is being conducted. During the last one and a half years numerous MPs have also written letters. All of them have got the same reply that survey is going on. There are works which we want to get it done in our areas or the issues about which we want to hold talks. I want to know when these works or talks will take place? Three budgets have already elapsed only in the name of conducting surveys.

Mr. Chairman, Sir, today there are two important subjects related to the Department of Railways. I am not going into the matter regarding the number of trains being run in Bihar or the number of stops being allowed for various trains running there by the Railway Minister. My first subject is that of basic facilities for the rail passengers and the second—relates to their safety. The Ministry of Railways has divided the country into five parts regarding the basic amenities A, B, C, D and E. I want to know why all the platforms of the station are not important to the Railways? Do only A.C., First Class travellers use those stations? Won't they provide drinking water to the poor people at stations and whether the facility of the sheds would not be made available to them, won't they provide electricity there? When the train stops at small stations, the travelling mothers have to run up to the tap to collect water and in the process often miss the train

as it has already left the station. Why this discrimination on their part? Their duty is to classify every station into A and B. Do not force the citizens of this country to use the stations which have been classified as D, E and F. Basic facilities should also be provided to those stations.

Mr. Chairman, Sir, after the assumption of charge by Shri Lalujji, the issue of Safety has taken a U turn and now Railways have become synonym with unsafe travelling. Today women are being raped in trains, women are unable to travel safely in trains. The unemployed youths of today are looting people, train accidents have become a routine affairs, resulting in loss of lives of the passengers everywhere. The statistics of the department of railways reveal that during this Government's tenure innumerable accidents have taken place. There are 7000 railway stations in this country, but there are only 783 police stations functioning in them. Most often, in the long distance trains, personnel of the railway protection force are not available. In case of an accident, how can one register a report in such a scenario? The nearest station passes by when the train reaches a big station then only a report is registered but of no avail because no action is taken on it. If an employee of the department of railways or a policeman is travelling in a train and if a housewife boards the same train by mistake, then her honour is at stake. The passenger gets beaten up and looted. Women are harassed. The department of railways should pay attention to the safety of the women travellers.

Mr. Chairman, Sir, there are one crore 60 lakh daily passengers. Only 20 per cent of such people travel high class. Their interests have been taken care of in the Rail Budget. I would like to point out some facts about my State Chhattisgarh. Presently there are 17 railway zones. The railway is earning the maximum revenue from Bilaspur which is a very big zone. In spite of repeated requests, a Railway Recruitment Board has not been set up there till date. The youths of Chhattisgarh are forced to go to Maharashtra or Kolkata in search of jobs. I request that if Railway Recruitment Board starts functioning from Chhattisgarh, it will do justice to the thousands of unemployed youths belonging to Chhattisgarh. Through the transportation of coal, the railways gets the maximum revenue from there. So a terminal may be built in Korba. In this connection, I had already made correspondence three to four times, but always I get a standard reply that survey is being conducted. Only Rs. three crores is required for building a terminal at Korba. I urge the Minister of Railways to build a terminal at Korba.

Mr. Chairman, Sir, the narrow gauge at Dhamthari in our Chhattisgarh State should be converted into broad gauge. The work from Dalli-Rajhara to Boladila was bound to begin. It has not been started yet. I request that this work also may be commenced soon. There are two places in my constituency which require railway over-bridges. There the vehicles are forced to remain idle for around 45 minutes and the traffic remains blocked for a long duration of time. It is very essential to construct railway over-bridges at 189/2 Khoksa level crossing on National Highway No. 200 and at 196/6 Chapatown level crossing. Many a times one has to wait for an hour once the gate closes. I have repeatedly written to him raising this matter. Every time pat comes the reply that the case is being examined. Today, through you, I would like to request all the three Ministers concerned with the Railways because whenever I write to Laluji, the reply comes from Veluji. So, I request all the three Ministers to pay their attention to this problem and try to fulfil the demands of my area in Chhattisgarh.

SHRIMATI KRISHNA TIRATH (Karol Bagh): Mr. Chairman, Sir, thank you for the opportunity you have given to me to speak on the Rail Budget. The progress made by Railways is evident from the consecutive Budgets presented by them. The leadership of UPA chairperson Smt. Sonia Gandhi and the Prime Minister Dr. Manmohan Singh to run all the Departments....(*Interruptions*)

MR. CHAIRMAN : Railways is under Laluji or both these?

...(*Interruptions*)

SHRIMATI KRISHNA TIRATH : I am coming on that. They have handled all the Departments very efficiently. Laluji looks after Railways which is a very big department as is Government of India. It consists of a big paraphernalia eg. rails, staff, tracks, railways colonies, drinking water supply system, food etc.

Just now, Smt. Karuna Shukla has said that as much as a population of nearly 15 crore of our country has still not seen rail in their life. But we have approached to them in person before we have constituted this government. The workers of Congress and our allies have gone to the common man, and every household. We found them painstruck. Then we decided to provide for every possible amenity, including rail, to the common man whenever we come to power. Our manifesto was based on our this dream and this followed UPA Common Minimum Programme which aims at giving benefits to the

Common man. I want to recite two lines of a verse, if this august House permits :

"Pehle to unki yaad ne sone nahin diya
Fir unki aahat ne kaha, Jaagtey Raho. "

(I was wide awake the whole night, first in your departing and then, in your wait).

So, we have been constantly working—firstly, in our efforts to constitute our dream government and now to reach to the common man. We are wide awake and watching our government functioning, be it about the Rail Budget or General Budget. We have played the role of watchdogs in the progress of the country. We have never gone into slumber since then.

Sir, this Rail Budget presented by Shri Lalu Prasad is a poor man's budget. He has envisaged the concept of 'Garib Rath', on which Karuna Shuklaji said that 15 crore people of this country have not seen rail for once and these 'Raths' are for the rich only. I would like to remind you that a 'Rath' was run by Advaniji, it was 'Ram Rath'. He gave a slogan in 1991: "Kasam Ram Ki Khaate hain, Mandir Wahin Banayenge". In response to that we said : "Kasam Ram ki Khaate hain, Kaam Logo Ka Karayenge." When these people come to power, they said : "Ram lala Mat Ghabrana, Mandir Humko nahi Banana".(*Interruptions*). These are the very people who come to power in the name of 'Ram Mandir' and then submitted "Ram Lala mat Ghabrana, Mandir humko Nahi Banana". And the Mandir was never made. In contrast, Laluji has presented such a good budget in which he has talked of running 'Garib Rath' which are air-conditioned trains for the common man. Railways has provided for special coaches and sleeper-coaches for the farmers with devoted efforts for the convenience of the poor and common man. People of every walk of life, women, children, aged and handicapped - all use rail as a major means of travel. Now the Railways has provided many facilities for the students travelling by train to appear at their exams and interviews. There will be quality sleeper coaches with fine foam-seats which will make their journey more comfortable. All these measures are there in this Rail Budget so that the commuter completes his or her journey in full rest and does not get exhausted after travelling. The handicapped are given 5% concession by the Minister of Railways. The fares of First and Second Class A.C. have been decreased by 25 % in under to let the common people enjoy the travelling in A.C. Class. 55 new trains will be run including some more faster trains like Shatabdi from Delhi to Madhya Pradesh, Delhi to

[Shrimati Krishna Tirath]

Agra and others. Especially women will be feeling very comfortable with these efforts and they will be travelling in lesser time from their in-law's house to their mother's! They are giving thanks for this to the Minister of Railways. There will be extended rail-facilities between Delhi and Mumbai. Railway Stations will be equipped with cyber-cafe and ATM machines. In this way, the Minister of Railways has taken many measures to improve the status of Railways.

Railways is a very big department. It has made every efforts to make commuter's journey more comfortable with provisions of good seats in coaches, pantry, hygienic food-items and clean drinking water in the trains.

Apart from this, Railways has brought to its name fame in the sports arena too and won many gold, silver and bronze medals in different events. As you know, physical education is an important part of a healthy system and keeping with this line, many rail personnel have come forward to perform in the sports and made remarkable achievements.

Railways has their own residential colonies for their personnel. Asia's biggest railways colony is Kishanganj in Delhi which happens to be under my constituency. Generally, residential quarters for rail staff are situated near the railway station so that they may be present on duty without losing much time. With this purpose, many big railway colonies have been established. The Minister of Railways has taken initiative to start faster trains or to speed up them, that has enabled the commuter to save time in travel. This budget is people's budget. But, as Smt. Shukla has raised the point, much more still remains to be done. Rail security in first, second and third class is to be provided. I would like to humbly suggest the hon. Minister to make provision for atleast one or two security men in every coach to ensure safety of common people travelling for 24 hours which include women and children too. I have come to see myself that the incidents of intrusion and molestation in trains are on the increase especially during night-hours. That requires proper security arrangements in each and every coach of the trains.

17.00 hrs.

Mr. Chairman, Sir, I will conclude with a suggestion about my constituency. The Kishanganj Railway Colony in my area is reckoned to be one of the biggest colonies in Asia, yet it has some specific problems about which I will tell you later. Some of the quarters in Kishanganj

Railway Colony are occupied illegally by some non-railway employee persons. I urge upon you to please look into this and get those quarters cleared of illegal occupation in order to re-allot them to bonafide rail employees.

Sir, the Railways has come a long way on the path of progress. The number of trains in its fleet constantly increased. Farmers and handicapped persons have been given concessions in travelling by trains in the country. I beg you to construct more residential quarters for the employees alongwith medical dispensaries therewith. Proper number of doctors and medical staff should be deployed there in two shifts so that the rail-employees working in late hours may also get timely treatment. It is essential to make this two-shift provision as the railway's working stretches upto 24 hours. This will help the women employees also.

Sir, I want to submit that we were supporting Shri Lalu Prasad with clapping intermittently while he was reading out the rail-budget. Here, I would like to tell you a joke concluding my speech. Once, a person was taken to the God by "Yamdoots" at the end of his life. He saw there a bell which would ring intermittently. He asked the God as to why the bell was ringing like that. The God answered that whenever somebody tells a lie on the earth, the bell rings. When the Minister of Railways was reading out the Rail Budget, the members of BJP threw slogans in protest. And Lo ! a bell rang from that side ! That was a warning for the liars on BJP's side.

[English]

*SHRI JOACHIM BAXLA (Alipurduar): Sir, through you, I would like to mention that the hon. Railway Minister deserves appreciation for having made a positive attempt to lead the Railway in a right direction. I would, however, like to make the following suggestions pertaining to our N.F. Railway:

Gauge conversion between Alipurduar Junction and Cooch Behar should be expedited.

Please give momentum to construction of new railway line from New Molnaguri to Jogighopa via Changrabandha, Boxirhat etc.

Establish link between Guwahati and Siliguri by providing inter-city train.

*The speech was laid on the Table.

Please allow stoppage of existing inter-city train running between Alipurduar Junction and New Jalpaiguri at 'Rajabhatkawa' enabling students, both school going and college and university going, and patients going to Siliguri for treatment. No other mode of transport is available to them. It will facilitate to the tourists also.

Please also increase the frequency of Alipurduar - Ranchi Express from two to three days in a week.

All chair car fitted rakes of inter-city express running between APDJ and NJP should be restored.

With these suggestions, I would like to conclude, Sir.

*SHRI P.C. GADDIGOUDAR (Bagalkot): Sir, the present Railway Budget is not fruitful to the Karnataka State. This time our State is completely ignored.

In my constituency, gauge conversion work between Bijapur-Gadag is in progress since a long time. As per the original plan, the conversion of metre gauge line into broad gauge should have been completed by 1998.

The Government of Karnataka has failed to release the matching grant well within the time. Therefore, progress is very slow. In the present Railway Budget, Union Government has kept only Rs. 20 crore and the State Government has released Rs. 13 crore. The said amount is not sufficient. The conversion work will not complete. Hence, I would like to request the Union Government to take interest for completing the gauge conversion work from Bijapur to Gadag.

SHRIMATI C.S. SUJATHA (Mavelikara): Mr. Chairman, Sir, I would welcome the Railway Budget in general. At the same time, I cannot refrain from opposing the trend of privatisation that is reflected in the budget distribution system. It shall badly affect the security of food materials.

The most important demand of the Members of Parliament from Kerala was formation of a separate Railway Zone. The Railway Budget keeps mum on this and it is highly objectionable. The Railway gets the maximum income from the railway passengers of Kerala. However, this factor has not been taken into account while allocating funds for developmental purposes of railways.

I do not hesitate to congratulate the Railway Minister for making the Railways a profitable organisation. At the same time, we the people of Kerala are not happy about the proposals. Doubling of railway lines should be given top priority and sufficient funds should be allotted to complete the doubling projects in this year itself.

All the trains that run between Trivandrum and Mangalapuram usually run jam-packed. This throws light on the exigency of more trains on that route. If more trains are to run without hindrance, doubling and electrification of lines must be given highest priority and funds must be allotted. It is unfortunate that there exists an imbalance in allotting funds. I am inclined to say that some States are favoured in the Budget.

We are obliged to have three new trains from Chennai. This kind of liberal attitude should have been shown in allotting new trains to Bangalore and Mumbai also. The train that runs between Ernakulam, Bangalore has been made biweekly.

But this will not meet the requirement, if the Railways cannot allot a new train to Bangalore. The proposed train should run daily and the train destination should be extended to Trivandrum. I would propose one more train to run between Trivandrum and Mumbai *via* Konkan route. I am really happy to hear that survey for Chengannur-Sabarimala line is being taken up. At the same time, the proposal of survey of a line from Chengannur to Trivandrum *via* Pandalam and Kottarakkara and Kayamkulam to Punalur *via* Adoor are a long cherished desire of the people living in the eastern side of Kerala. I, therefore, take this opportunity to attract the attention of the Railway Minister, Shri Lalu ji in this matter.

I would like to attract the attention of the Minister to the great disaster happened at Alapuzha to a car and three passengers at a level crossing which was not manned. Several accidents have occurred on earlier occasions also at different places because of which there is need for making these level crossings manned.

Another important requirement is the construction of over-bridges at some of the important stations. Facilities at Model Stations, Kayamkulam and Chengannur should improve and funds must be allotted for making Model Stations. I have to make special mention about Chengannur station. Sabarimala pilgrims come by train, alight at Chengannur, and the facilities provided at the station are far from satisfactory. Thiruvalla being the only

*The speech was laid on the Table.

[Shrimati C.S. Sujatha]

railway station in the Pathanamthitta district, it should be declared as a Model Station.

In addition to this, I propose electrification and doubling of Shoranur-Mangalpuram railway line and making Shoranur railway station triangular. I would suggest that a subway at the southern side of Mavelikkara station should be constructed, for which I would like to make a request that funds may be allotted. When making a point regarding development of Cheriyanadu station between Chengannur and Mavelikkara, I would like to propose that 36 acres of land that is lying unutilised adjacent to the station has to be utilised for constructing either a loco shed or for strengthening the infrastructure facilities of railways in Kerala.

Before concluding, I would like to mention some more aspects regarding the proposed allotment for Kerala in the Railway Budget. The amount allocated is quite insufficient to meet the requirements.

I would also share the feelings of the people of Kerala that the Railway Budget has neglected the Keralities and would like to add that the Railway Minister, Shri Lalu ji should hasten to remove this kind of feelings from the minds of the people of Kerala.

[Translation]

SHRI ALOK KUMAR MEHTA (Samastipur) : Mr Chairman, Sir, before starting my speech, I would request you to kindly give me atleast 10 minutes to speak.
...(Interruptions)

MR. CHAIRMAN : Please cooperate as the time allotted to your party has already been over.

SHRI ALOK KUMAR MEHTA : Mr. Chairman Sir,

"Bharat ki yeh rail aaj jo, le rahi angrai hai,
Dhanyavad Laluji tumko, shat-shat bar badhai hai,
Aamjano ki peera padhkar, dalit garib ka sapna sajkar,
Khadi-kulhar chal chalakar, Gandhi ke sapno ko sajakar,
Budget gazab ki banai hai,
Dhanyavad Laluji tumko, shat-shat bar badhai hai.
Kahte the, garib ka beta, kisan, mazdoor, majloom ka beta,
Dalit, Damit, Pakhtoon ka beta, desh ko kya chalayega,

Unke munh par thappar lagegi, Jab Budget jamin per aayega,

Hukte-hukte thaakey naih bairi, rail chai raftaar mein,
A.C. rath par baitha vanchit, hon gaye taal mein,

Baji dudumbhi pragati prayan ki, U.P.A. ki duhai hai
Dhanyavad Laluji tumko, Jan-Jan ki badhai hai ."

Sir, I am not reciting my own lines. I have just quoted some excerpts from messages received from the public. This is the general sentiments of common people. So far as our Hon'ble leader Lalu Prasad Ji, Prime Minister Dr. Manmohan Singh Ji of UPA Government and Chairperson of UPA Smt. Sonia Gandhi are concerned, I would like to say that it was an honest belief of Englishmen that Indians cannot run an administration. Similarly, there is an elite section here too which includes the people sitting on the other side also. Many colleagues among them have also expressed their positive comments on budget for which I congratulate them. They have made a critical review justifiably cutting across the party line. This budget is like a slap on those people who thought under honest belief that Laluji will turn this Rail budget into a lecture. Through this budget, steps have been taken for welfare of the poor, the farmers, the Dalits and the handicapped people of the country. It is a friendly Budget. The efforts have been made in the budget to fulfill the expectations of rural India as well as of all the other classes in the country. It is true that earlier affluent people used to take a ride on Rath but Lalu ji has broken this tradition and he has started 'Rail Rath' for the poor. For this thanks to Laluji.

Usually, a hue and cry is raised in this House that Bihar has got this and that in Budget but through you, I would like to say that Bihar has got very little in this Budget. I have regret for this. I would like to tell to Rail Minister that Bihar got merely one point some percentage of total allocation made in the Budget. Out of it around three or three and one fourth was for mega bridge constructions and for some backlogs. It means that Budget allocation to Bihar is merely 1.8 percentage whereas population of Bihar is 9 percent of the total population of the country. Therefore, I would like to request the hon'ble Minister to reconsider in respect of Bihar. Budget shows no trace of pending as well as new schemes therein. Discrimination has been done with Bihar. I hope that the Minister will try to compensate this.

The Minister has initiated a special campaign for filling up the vacancies for SCs, STs and OBCs which is a

commendable step. It is a step towards social justice for which you have been committed always. Modern facilities have been provided in the passenger trains also. Earlier, such facilities used to be provided in AC and first class AC only but now you have proved to be a path breaker by extending these facilities in Express and Mail trains also. You have done a good job by extending world class facilities in passenger trains you have given relaxation in the age limits to Dalits, SCs, STs and OBCs. You have done efforts for welfare of the staff also. You have boosted the morale of 14 lacs Railway employees. You have taken a major step towards increasing the productivity of human resources. You have increased the contribution about 9 times more it is an example of welfare state. For this I congratulate the Minister. Farmers, milk producers, handicapped persons and handicapped passengers have been given 50 % rebate in fares. By making a provision of Garib Nawaz Express you have placed as secular thinking on the floor. The name Garib Rail Rath itself is a symbol. As per the symbol existing before Rath in a modified form used to be a vehicle of the affluent people in the country. Now the poor people will also feel proud by travelling in that Rath. For this I congratulate you. You have provided employment to the poor and educated unemployed persons. Our colleague Lallan Ji is not here at this moment but he was talking about many things looking for only negative things in Rail Budget. We would like to say that he has no right to opine. When a member from his party became a Railway Minister, then Godhara incident happened in the country but he did not bother even to visit at least that place. He has no right to opine on Rail Budget or regarding the progress of Railways. I express my displeasure over it. ...(*Interruptions*)

Smt. Menka Gandhi had raised this point earlier, ...(*Interruptions*)

MR. CHAIRMAN : Please conclude

...(*Interruptions*)

SHRI ALOK KUMAR MEHTA : Revenue generation and freight of Railways were a dropping trend, but you have set a good trend through three consecutive Budgets. Stalwarts economists were fed up by analyzing it and some people were considering Railway a white elephant but you have turned that into a profit making unit. For this, we and the people of the country heartily congratulate you.

I would like to put few demands before the Minister. I represent Samastipur Constituency. Samastipur is the birth place of Jan Nayak Shri Karpuri Thakur Ji. We demand that an express Mail train named after 'Jan Nayak' should be started from Samastipur, the birth place of Jan Nayak Karpuri Thakur Ji and also an old division to Delhi. Earlier there was a train which was extended up to Darbhanga.

There is a need of a Railway Overbridge on ROB number 32 Gumti at Dalsingsarai Railway Overbridge is also required near Bhola Talkies, Samastipur. Railway crossing gate is also needed near Janakpur. There should be a halt at Bathua. There is a need to run Rajdhani Express via Samastipur and provide a stoppage there. There is also a need of upgradation, modernization and extension of Ujiarpur, Dalsingh Sarai, Mohiduddin Nagar, Shahpur Patori and Pusa stations.

With these words, I heartily congratulate both the Hon'ble Union Minister of Railways and Minister of State in the Ministry of Railways. We extend our full support to such a good Budget.

*SHRIMATI KALPNA RAMESH NARHIRE (Osmanabad): Sir, the work on Latur, Osmanabad Miraj new broad gauge railway line is going on in my constituency. This work has not been completed for many years due to insufficient funds. Even in this Budget an amount of only Rs. 44 crores has been sanctioned for this line. It is our demand that completion of the above work should be expedited by allocating more and more budgetary assistance. There is a grand temple dedicated to the Mother Goddess Tulja Devi ji at Tuljapur in my constituency. Thousands of devotees from different States pay a visit to this temple in order to seek blessings of the Mother Goddess. Therefore, there is a requirement of railway line there. The route of new line should be Osmanabad, Tuljapur, Sholapur. We had also raised a demand for this but it was not approved in this Budget. In the Budget of 2006-2007 an amount of Rs. 90 crore has only been sanctioned for the Marathwara region in Maharashtra while an amount of Rs. 121.44 crore had been sanctioned during 2005-2006. Maharashtra is one of the States which pay higher revenues to the Railways. Most of the people in Mumbai prefer to travel by trains and people from all villages in Maharashtra have to travel by the Rail. A higher budgetary allocation was, therefore,

*The Speech was laid on the Table.

[Shrimati Kalpna Ramesh Narhire]

required to be made for Maharashtra but this budget has been prepared by keeping only Bihar and Patna in view.

For the Ahmednagar-Beed-Parali new line in Maharashtra an amount of only Rs. 10 crore has been sanctioned. Akol-Purna line has been provided Rs. 26 crores only. The Minister should pay special attention to the high revenue paying States but the State of Maharashtra has got little from this budget.

Keeping in view the work, the allocations made are very meagre. It will take a number of years to complete the Railway line of Marathwara if the budget allocations continue to be made every year in this way. There is a Railway line to Worshibe in Karmala Tehsil of my constituency. There is a demand for providing a Railway crossing there but the demand has not been fulfilled in this Budget.

It appears from the reading of the Budget that gross injustice has been meted out to the State of Maharashtra. I hope that in view of my demands the Minister will get this work completed.

SHRI DHARMENDRA PRADHAN (Deogarh): Mr. Chairman, Sir, just now our friend Shri Alok ji was saying that hon. Members were supporting the Railway Budget rising above the party line this time. It is true. We support this because Shri Laluji has decreased the number of slogans this time. Just now a major discussion was going on over the 'Garib Rath'. I will not go into that controversy(Interruptions). Yadavji, you are a very senior Member, why do you interrupt novices like us(Interruptions). We are novices in comparison to you....(Interruptions) We support the Budget because he has presented the Budget keeping in view the expectation of the economic scenario prevailing in the country. Again, I welcome the Budget because the Government of Orissa had projected a pre-budget demand of Rs. 800 crores. It would have been better if he had made allocations to the other sectors as well but he has given approval in the Budget in accordance with the demand of the State Government. For this I extend my congratulations to him(Interruptions). The people remembering the 'Rath' of Shri Advani ji should see the little reason. It is democracy. Good things should be appreciated. In every matter we should not indulge in politics and make unreasonable comments. We believe in it at that is why we appreciate it. Please clap your hands also on this point that since the time of our former Prime Minister Shri Atal Bihari

Vajpayee ji, which had been challenged on political level by these people. In the previous budget session Shri Chidambaram ji made a lot of propaganda that they had fulfilled the commitment by giving so many crores of rupees for the National Rural Employment Guarantee Scheme. They did not give a single penny. We shall make a mention of that during the discussion on the General Budget. A hype was created regarding the common man in the Budget. Lalu Prasad ji deserves congratulations that this time he is getting dividends of the economic policies which were dedicated to the nation during hon'ble Atal Bihari Vajpayee's regime. Under this policy he has made the Budget market friendly and business friendly. It is a good thing that he has not increased freight as well as the passenger fare which is in the interest of poor people. At least in this year's budget there is no mention regarding 'Kulhar, Khadi and Lassi'. Mehtaji can throw light in this regard as to in which coach of which train and at which station you can find 'Kulhar'. We travel throughout the country we do not find 'Kulhar' and 'Lassi' anywhere at least this time a good budget has been presented. In this year's budget a little bit of developmental approach has been adopted. The Minister of Railways has got Rs. 11 thousand crores thanks to sound economic administration of hon. Atal Bihari Vajpayee. Every one knows that one does not get profit overnight in business matters. This profit is due to longtime planning and strict fiscal discipline. It was only due to this that the Minister could earn 11 thousand crores. As a result thereof the Minister could give good things in the Budget. He should be thanked for this.

Mr. Chairman, Sir, I do not want to deliver a long speech. I would refer only to those points which immediately come to my mind. The Minister has announced introduction of 55 new trains in the Railway Budget. Through you I would like to know from the Government whether they intend to come out with the White Paper on the commitment made by the Minister regarding introduction of new trains in the previous budget. I would like to cite instance of a train. The Bhubaneswar Express runs through my constituency in Orissa. The Minister had made a commitment at that time to introduce an express train from the State capital to Sambhalpur. The Rail Budget was presented on February 24 but the train could be introduced only 15 days ago, i.e. almost after one year. Now, there is a proposal to introduce 55 new trains. My Sister Kiran ji was telling about some trains. The rail line in her area on which gauge conversion work is to be undertaken will take two three years to complete. But even then announcement for introduction of a new train has been made there. I want the

Government to come out with a White Paper in this regard whether the trains will actually be run or they will remain mere announcements. I am not criticising. I would like to know what the reality is? The hon. Minister should tell the reality while making a reply.

Mr. Chairman, Sir, there was a newspaper report in the newspapers that an Express train service from Delhi via Agra to Gwalior would be introduced. That would be a separate line on which it would run with a faster speed. After two or three days there appeared an article and several write ups in the press. Friends from media are sitting here, they found out that the security equipments which are necessarily required, had not been installed. The Minister made a commitment during the previous budget to introduce a fast train which he had introduced in a haste. I would like to know one thing that there were no adequate security measures in the existing train which was running when he had made a commitment regarding introduction of a new fast train, we apprehend that the adequate Rail security equipments which were required in both the sectors were not there upto the desirable extent.

I would like to further elaborate on one or two points. Two Rail lines—Talcher Sambhalpur and Koraput-Raigarh were made operational since independence, where we have been repeatedly saying that Orissa is a backward State where 40 per cent of people are living below the poverty line. We do not want to depend on anybody's mercy in this matter. We should be given the opportunities to explore the resources in our possession. The responsibility to create infrastructure rests with the Union Government.

I welcome the concept of freight corridor given by the Minister but the issue of freight corridor should not be politicised. During the last days our colleagues of the left parties who discuss international issues, had the doubt whether Lalu Prasad would be able to introduce any train for Kolkata. I do not have much information. I was asking the senior Members of my party as to what the freight corridor meant? They told me that separate lines exclusively for goods train would/ convenient for business community and these would be fetch them higher profits. It was said recently that a rail route would be constructed from the Western coast to the Eastern coast. But there arises a question, whether all things would be terminated in Kolkata? It should be decided on port basis. I would like to tell the Minister for Railways that the major port—Paradeep is located in the Eastern Coast and near

Paradeep Dhamara port is to be constructed. Whether this rail would be terminated anywhere around Dhamara port? Whether it is possible to transport the mineral resources of Orissa to the Western Coast? Whether realignment of it can be done? This is my suggestion. Two or three main infrastructural facilities are required in Orissa. We thank you for releasing Rs. 150 crores for Detarl-Banswari line. Better if this line is completed in coming days. There are big rivers namely Mahanadi, Kathoyodi-Koaryana in Katak-Bhuvaneshwar region and on other side of this region. I want to know the time by when the construction of bridges over these rivers which is going on for the last so many years would be completed? During the year 2004-2005 funds were sanctioned by the Government for the main Talcher-Bhimdangarh line. In the same year Rs. 5 crores were provided in the budget for this work but no expenditure was incurred on it. During the current year a sum of 10 crores has been provided that is insufficient as it would cost about Rs. 800 crore. Excess funds are not needed but I request hon. Minister to slightly increase it and release the funds. This is a main line. This railway line would work as link line for the iron sector, coal sector and the port in Orissa. Similarly, there is a main line from Angul to Sukinda. The Government should provide more amount for this infrastructure.

At last, I would like to say about passengers amenities and request the hon. Minister in writing. But at the movement I would like to point out the rural problems. The Railways earns profit of about Rs. 11000 crores. Talcher station is an important railway station of the country. It is under the East Coast Railways and located in my constituency. The Railways earn a profit of about Rs. 1300 crores from this station. And 7 to 8 per cent profit of this comes to Railways from my village alone. Many trains that pass through that station but three four trains do not pass through that station. I request the Minister of Railways that a new train Intercity Express running between Sambhalpur and Bhuvaneshwar and two other trains likely to be started from Puri to Jaipur and Raipur to Bhuvneshwar should be run through Talcher. I appreciate the Minister of Railways that this time really he has done some work and has not been indulging in slogan mongering only. It will be good for the country if he does some important work.

With these words, I conclude my speech.

DR. RAMESHWAR ORAON (Lohardaga): Chairman, Sir, at the outset, thank you for giving me opportunity to

[Dr. Rameshwar Oraon]

speaking. I rise to speak in support of the railway budget 2006-2007. First of all I would like to tell that the railway budget prepared by Laluji under the guidance of Shrimati Sonia Gandhi and Dr. Manmohan Singh, the Prime Minister of India is a unique budget. It is being widely appreciated. Here you may or may not agree but it is being appreciated for many reasons. It is being appreciated because it connects common people to the railways. Here some members were talking about 'Garib Rath' but I would like to say without mentioning anybody's name that prior to this a 'Rath' was run and that created a very awkward atmosphere in the country but this is the 'Garib Rath' which will bring the people of this country closer and carry the people of all the religions and castes. This is the difference between that 'Rath' and this 'Garib Rath'. One of the praise worthy aspect of this budget is that it is the third consecutive budget in which no fare hike has been made and the freight charges have also simplified and rationalised. When I was not a Member of Parliament we used to be apprehensive of hike in the fare and freight rates on the day of the railways budget. But it is the third budget presented by Laluji, in which no hike in fare has been made, rather it has been reduced. Really, this is a matter of appreciation.

A provision for the extension of rail lines has also been made. It is said in the budget that new rail lines, measuring 550 km. will be constructed during this year. This is not a small achievement. Besides there a mention has also been made about introduction of new trains and increasing passenger amenities. In his speech on railway budget the Minister for Railways has clearly indicated that facilities in railways would be increased. Besides this more rail safety measures are being taken due to which the accidents and crimes in rails are decreasing.

On this occasion I would like to give some suggestions also. After independence of the country as compared to laying of rail lines, more roads have been constructed. We find that the extension of the roads has been more than that of rail lines. That is why the railways could not compete with road extension. Therefore, there is a need to extend the length of railway line. The Minister for Railways says that there would be no hike in fare and freight. This is a good thing. It would be better if the railway line is extended to remote tribal dominated, poor and backward areas. I agree with the hon. Members of Parliament who said that the railway line should be extended to remote, backward and tribal dominated areas, so that the inhabitants of there may know the importance of railways. So, I would like to suggest the Minister for

Railways that the attention may be paid in the next budget for extension of railway line.

Train journey has been made cheaper and attractive. To compete with the air lines, fares of A.C. first class and second class have been reduced. I would like to suggest the Minister of Railways to make it more attractive. Railway should introduce frequent travellers scheme on lines of frequent fliers scheme of various airlines. Due to this the people will be attracted towards rail journey and they can travel anywhere in India with their family by earning more and more points.

It is a commendable step to provide 50 percent concession in fares to farmer and people engaged in production of dairy products. This could only be done by Laluji. Alongwith this, I would like to say that a programme for Bharat Darshan be prepared where in small and medium farmers and the people engaged in production of dairy products be taken to different parts of the country by trains. If they are taken to another State, they can see how advanced farming, dairy farming are being done in other States and how much progress has been achieved there in these fields. After returning to their States, they can adopt same techniques and thus contribute in the progress of their own States. It will also contribute in strengthen National feeling because the persons who come to know that India is a vast country only from books and could not see its vastness, they would be able to see its vastness and to know its culture. So I would like to suggest to Minister of Railways to introduce Bharat Darshan programme for these people.

Sir, the honourable Minister has mentioned about sports in Railways. Emphasis has been given on promotion of sports in Railway after he took charge of this ministry. I am related to sports so I know this fact. It should be promoted further. In railways hockey is popular in Jharkhand, Orissa, Chhattisgarh and Madhya Pradesh. Astroturf grounds should be made in these regions. The Ministry of Railways should think about it and promote it. When the honourable Minister of Railways had gone to Ranchi then I had told him that an Astroturf hockey ground should be prepared in Ranchi. And wherever it is possible Astroturf grounds should be prepared in Ranchi, Rourkela, Chakradharpur and Madhya Pradesh.

Now, I come to Jharkhand whose people has sent me here. I sincerely thank honourable Laluji because he has introduced five new trains for Jharkhand. This is first

time that he has introduced new trains for Jharkhand, a tribal dominated region. People have telephoned me to thank honourable Laluji. I thank and congratulate him on this occasion. But, Sir, this will not suffice. Still there are few railway lines in Jharkhand. So, new lines should be laid in the State about which nothing has been said or announced.

People say that this is Bihar Railway Budget. I am from Jharkhand but originally I belong to Bihar, Bihar has been a very backward and neglected region. If honourable Laluji has constructed a few railway lines or have introduced a few new trains for Bihar then he has done good work and tried to uplift a backward region. He has tried to connect people with India, with the government and it is a commendable step. But I expect the same for Jharkhand. He has introduced few trains for Jharkhand but I hope that new railway lines will also be laid there. When the honourable Minister of Railways went to Lohardagga to inaugurate Lohardagga broad gauge line, he had announced that Gumla would be connected with broad gauge line but I am surprised to find that no announcement has been made in this regard in this budget. Gumla-Simdega is a tribal dominated region and I demand that this area should be connected with railway line. In Jharkhand, there are many pending projects of railways. The work for connecting Koderma to Hazaribagh and Hazaribagh to Ranchi has started but the progress is very slow. The same is the position of Dumka, Lohardagga to Tori line, no progress is being made. I demand that work should be expedited on these projects.

I am telling about the problems faced by common man. A train runs from Delhi to Ranchi. The people get reservation from stations between these two places but they have no idea where their compartment will be placed. The people who board the train from Delhi know about it but the people who board at stations between these two stations have no idea about position of second class, sleeper class and they go on running here and there at the station to locate their compartment. They demand that the Station Master should announce about position of compartment. These are the problems faced by a common man, therefore they have asked me to raise these. Sir, Thank you very much for giving me ample time to speak. With these words I conclude.

(English)

SHRI B. MAHTAB (Cuttack) : Sir, the hon. Member has made a very valid point. I do not know whether the hon. Minister has taken note of it or not. About the

frequent rail travellers, some concessions may be added as is being done for frequent fliers in the airlines. Accordingly, some provision should be made by the Railways.

(Translation)

*SHRI V.K. THUMMAR (Amreli) : Sir, on the direction of honourable Prime Minister and honourable Sonia Gandhi the honourable Minister of Railways has presented a good budget which will undoubtedly accelerate the pace of development and help in modernization. The honourable Minister of Railways has utilized its property and the railways have earned additional income through it and as a result of which no extra burden has been put in this Rail Budget. For this, the honourable Minister of Railways deserves a pat. For the first time there has been historical changes in the financial condition of Indian Railways as a result of which our fund balance has increased to Rs. 11000 crore and internal resources before declaration of dividend have also reached to historical level of Rs. 11000 crore. Earlier, the Indian Railway was not in a position even to pay dividend but today all the undertakings of Railways are earning profit. Once upon a time railway was trapped in debt trap, but honourable Laluji has not only took it out from the debt trap but also made it profitable.

Nothing has changed, railway track, engine, coach and the staff all are the same, but today railway is shining its earning profit. The opposition must thank the UPA government for this. This railway budget is a budget of common man, wherein passenger fares and freight charges have not increased and introduction of number of new trains as well as several concessions have also been announced. The annual plan of railways prepared this year is the biggest one which indicates that in the coming days there will be more changes in the Railways.

Railways have a significant contribution in transportation of goods because it facilitates transportation of goods from one place to another place at the earliest and safely and in a cost effective manner. During the current year a new record has been created by loading 668 million tonnes which is a historical growth of 11 percent. Along with it, the new schemes for fast transportation of goods are encouraging which will have a direct impact on the cost of transportation by minimizing its cost. A decision has been taken to start goods trains of the capacity of 25 tonnes axle load on two routes through a pilot project in goods business. Earlier, wagons

*The speech was laid on the Table.

[Shri V.K. Thummar]

were not available to businessmen and industrialists, therefore, they had to send their goods via petrol and diesel driven vehicles, as the target to increase the production of wagons by 25 percent will definitely ease the situation for businessmen and industrialists. The railway will contribute to this policy of 'reduce cost and increase business'.

The work of modernization of rail service by using latest technology in this budget is praiseworthy. By increasing the speed of 200 trains this year passengers will reach their destinations in lesser time. Railways have brought about an increase in the speed of the trains with the growing realization of the importance of time and the work of UPA Government deserves accolades for this. Through this august House I would like to request the Government that during summers maximum number of rail journeys take place. People are unable to get confirmed tickets thus they have to face many inconveniences therefore the Government should make efforts in making confirmed tickets available to people so that they could manage a peaceful and joyous journey with their family.

The proposal for changing the face of railway in this budget is really good, which includes many good things in it and I am unable to express my feelings in this regard. I would like to draw the attention of the hon'ble Minister of Railways towards the Saurashtra region of Gujarat, they have not received anything in this budget which is unjust. In certain areas of the country people are enjoying maximum facilities as far as railways is concerned but Saurashtra is not getting according to its demands. This is not the first time it has happened. Saurashtra is a business centre with many parts, the import and export of cargo has increased manifolds whereas there is no improvement in railway service.

I have requested for the conversion of railway line in my constituency between Dhasa to Jaitalsar from narrow gauge to broad gauge but no action has been taken in this regard, till date. Through you, I would like to say to hon'ble Minister of Railways that even a single long route railway service is not available in my constituency. Therefore, people of my constituency have to go upto Ahmedabad for catching any long route train, thus they have to face many difficulties. Therefore, it is my request to kindly include the gauge conversion work of line between Dhasa to Jaitalsar in current budget itself.

A rail service in Saurashtra which goes upto Dhawla railway station, goes via Mahua, Rajula, Savarkudla and Damnagar which is used by the artisan and businessmen of diamonds to visit Surat and Mumbai. I request the hon'ble Minister to kindly include an AC sleeper and one general coach to this train running between Mahua to Dhawla so that the train going Bhavnagar 10 Bandra could be connected to Dhawla railway station which will provide the facility of direct travel to Ahmedabad, Surat and Mumbai to the artisan of diamonds of my constituency Amreli. Besides, a new rail service named Balsad diamond Nagari should be started between Amreli to Balsad via Mahua and Rajula because the meter gauge railway line between Amreli to Ahmedabad has been converted into broad gauge but no long route rail service has been started since then. I would like to request hon'ble Rail Minister that railway service between Veraval to Jabalpur should have a halt at Gondal so that people living around this area should also avail this facility. An additional bogie should be attached to train No. 9271 and 9272 of my constituency as this trains remains over crowded most of the times. Pipavav is a port in my constituency if the work of Surendragarh Pipavav broad gauge railway line is extended upto Jafarabad then the trade activities at Jafarabad could be increased. Fertilizer racks should be increased at Junagarh because due to paucity of racks farmers are unable to get fertilizers in time. There is a need to strengthen the inadequate railway infrastructure facilities at railway stations in Saurashtra. As I have come to know that some mafia are active in the tender of railway in Saurashtra and some Railway officers are also working in collusion with them which is hampering the development activities of Railways. There is a need to conduct an enquiry into this to benefit railways. The train no. 236 which runs between Mahua to Dhawla and its departure time at Mahua is 17.35 and reaching time at Dhawla is 21.10 afterwards and it remains at halt there if this trains could be operated between Mahua to Ahmedabad as passenger mail then it will be beneficial for the people of my constituency as well besides earning revenues for the Railways.

The 80 percent railway line of Western Railway Zone lies in Gujarat but zone head office is located in Mumbai which is hampering the efficiency of its administration as well as the movement of officers is becoming a costly affair. This is injustice for Gujarat as well. NDA Government have deceived Gujarat. Thus, UPA Government should shift the head office of Western Railway Zone at Ahmedabad or Gandhinagar.

This Railway budget has failed to bring a smile to the faces of the people of Saurashtra. Therefore, I would like to request hon'ble Minister of Railways to accord some consideration to Saurashtra in this budget. Dwarka the land of lord Krishna is also here. There are many tourist places, various industries and ports. Dairy industry of the country is running here. If only once hon'ble Minister visits this region, he will come to know the importance of this region. Which has not been given any weightage in this rail budget. Therefore, we are quite sad.

I have been made the Member of Western Railway ZRUCC the term of which expires on 1.7.06 but not a single meeting of the Committee has been called till date. The responsibility should be fixed on someone for calling its meeting and suitable action should be taken against the officials who are responsible for not convening its meeting.

SHRI MITRASEN YADAV (Faizabad): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak on the railway budget for the year 2006-07. Hon'ble Minister deserves accolades for the message he has conveyed to the people of the country through his railway budget. The railway budget 'is being praised not only in the House but also outside. The reason is that public facilities for the railway passengers have been improved. The problems they were facing and the number of accidents have also been reduced. I think more than 1.5 crore people travel in trains daily and most of them belong to middle class. They are almost 1.25 crore in number. The total budget for the railway is of Rs. 35 thousand crore 476 lakhs. It is the largest undertaking of the country. There is no other undertaking which is earning profit and it is all because of the efforts made by the Hon'ble Railway Minister. It is really commendable that the department has reached the profit earning position within two or three years. However I have an apprehension regarding which I would like to request the hon'ble Minister. Government is of the view that the profit earning undertakings would not be privatized, but the budget has given some inferences which indicate that the Government is planning to assign a part of the railway's work to private hands. In my view, it should not be allowed. Earlier the Railway Department had a staff of 19-20 lakhs employees which has been reduced to 14 lakhs. Today, Railways also has to make efforts to solve the problem of increasing unemployment. It is inappropriate to reduce the strength of the railway employees if the department cannot help in

curtailing the unemployment. Privatization of catering and other public facilities provided for railway passengers will reduce the number of persons working for these facilities, they may be coolies, suppliers or persons providing any other kind of services. My request is that more and more people should get the opportunity to serve for the railways and some services should not be privatized.

Secondly, the doubling and electrification of railway lines should be done on priority basis so that the problems arising in scheduled movement of trains could be removed. Major industrial cities of the country, be it Mumbai, Surat, Chennai or Calcutta should be provided with goods trains. And the important thing is that the timings of these trains should not clash with the passenger train's timing. There should not be any disturbances on these tracks. Over-bridge on the railway level crossing is essential for the smooth running of traffic. I would like to know from the hon'ble Minister the number of proposals pending with the department regarding construction of over-bridges, the number of existing over-bridges and the arrangements being made to construct more and more over-bridges so as to remove the traffic problems being faced by the people. Barabanki, Lucknow and Jafarabad are only 100 kms away from Faizabad district. Adjacent railway lines have been doubled and electrified but the railway track between Lucknow and Faizabad and Faizabad to Jafarabad which is only 125 km away should also be doubled and electrified so that the people going to and fro Kolkata, Bengal and Gorakhpur could be facilitated. Gorakhpur should be connected with South India. No train is passing through the bridge constructed on river Saryu many years ago costing hundred crore rupees. It has come to light that there is a proposal to introduce a train between Ayodhya and Allahabad and beyond. I would like to thank the hon'ble Minister for it. For the first time North is being connected with South and pilgrim centres are also being linked up. I would like to thank the hon'ble Minister for this also. However, on the existing track between Faizabad-Allahabad-Prayag trains cannot run with the speed of 100 km/hour. Government should contemplate to change this line.

I would also like to draw your attention towards a common problem. It is about the safety of female passengers. Unpleasant incidents took place with female passengers during the last few days. Questions were raised in the House also in this regard. It is really shameful if women are not safe in the independent India. It creates doubt about this department. Such incidents occurred

[Shri Mitrasen Yadav]

especially in North India. South India does not need that much security measures in comparison to North India. Therefore, arrangements should be made to keep a check on such incidents.

Railway Stations generally remain dirty. Measures should be taken for the cleanliness of the stations. Proper attention should be given to this aspect otherwise these will stink. Modern techniques should be adopted to ensure cleanliness. People from various parts of the country and also from abroad visit these stations. Such uncleanness at the station irritates the visitors and they avoid coming to the stations. I congratulate the hon'ble Minister for enhancing essential facilities in trains using means of modernization. He has been given the responsibility to manage such a big department of the country. He has successfully managed it and benefited the country and the department. Likewise, I request that the people of the country may also be benefited. We will be thankful to him. Rest I will give you in writing later on.

*SHRI ANANDRAO VITHOBA ADSUL (Buldhana): Our Minister of Railways is claiming that this budget is for the common people. He has announced for running once a week Garib Rath trains from East to West and North to South for the poor people. He is claiming that the fare in this train will be 25 per cent less than that of 3-tier A.C. in other trains. Truly speaking this fare is at present 2½ times more than that of 2-tier sleeper class. Can the poor people afford such a fare? I would like to know from the Minister of Railways his definition of the poor. It is evident from all these things that our Minister of Railways is trying to mislead the people.

Hon'ble Minister of Railways has announced in the Rail Budget for introducing 55 new trains, but amongst them 20 trains are directly or indirectly for Bihar. In this way, he has shown discrimination towards the rest of the country.

I would like to bring it to the notice of the Minister of Railways and the House that the Railways get more than 25% earning from Mumbai, but in lieu of this what did Mumbai get in this Budget? Nothing at all. This is complete injustice. That is why, I, on behalf of my party, condemn this Budget.

The same thing applies to Maharashtra. Hon'ble Minister of Railways has made no provision for any new rail project.

*The speech was laid on the Table.

Baramati, Lonand *via* Phaltan Rail line was sanctioned in the eleventh Lok Sabha. The Minister of Railways has made a joke of it by giving only Rs. 7 crore to this new Rail-Line.

The proposed 150 km. Rail-route Jalna-Shagoan (Khamgoan), meant for my constituency Bhuldhana and for the people of Marathwada and Vidharbha was surveyed in year 1929. Despite repeated demands in every budget, the Minister of Railways is continuously delaying its sanction. Even though I have made a provision to provide Rs. 100-200 crores by way of collections through a Rail-bond, my justified demand is being ignored. My demand is that at least the hon'ble Minister of Railways should consider it today.

Secondly, if two passengers' trains running from Nasik to Bhusaval and Surat to Bhusaval are extended to Bandera or Amravati, the rural poor of the backward area boarding trains from the small stations will be benefited. If the Ministry of Railways takes initiative in this regard, it will be greatly appreciable. In my constituency, if over-bridges are constructed at Nandura and Shegoan-Railway crossing, problems of traffic and security will be solved to a great extent.

I hope hon'ble Minister of Railways will pay attention to my suggestions.

[English]

DR. C. KRISHNAN (Pollachi): Mr. Chairman, Sir, thank you very much for permitting me to speak on the Railway Budget 2006-07. I stand here to support the Budget for the ensuing year. The Budget is highly humanitarian. I am speaking on behalf of Thiru Vaiko, the leader of Tamilians and the leader of Marumalarchi Dravida Munnetra Kazhagam. This is the third consecutive Budget being presented by the famous twins, Lalu ji and Velu ji. It is easy to remember them and they will be remembered for a very long time to come.

Sir, first of all, I thank my leader, Mr. Vaiko, who has taken interest to get the scheme, projects sanctioned, that is, conversion of Metre-gauge into Broad-gauge from Dindigul to Palghat and from Pollachi to Coimbatore. This scheme is a very important project in my Constituency and Rs. one crore has been allotted. It has been a long awaited one. I have pleaded in this august House many a time. Now, the time has ripe and I have got the scheme sanctioned by the two great Railway Ministers, Thiru Laluji

and Veluji. It was not touched ever since the Independence of our country.

Sir, before taking up the project works, I would request that the local people, people's representatives and public organizations should be invited to form a guideline as to how the project should be taken up and completed. The people of Pollachi Constituency, my Constituency, thank the hon'ble Ministers wholeheartedly.

Sir, more than this, I would request that a Road Over Bridge (ROB) should be built at Mullupadi railway gate between Kinathukadavu and Pollachi. The Kottur-Valparai railway gate should be widened and Road Over Bridge (ROB) should be built. A Road Over Bridge should be built in Udumalpet on the Dhalli Road rail crossing. One underground passage for two-wheelers should be built near Palaniandavar Nagar, Udumalpet. One Road Over Bridge should be built in Pollachi-Palghat Road at the rail crossing in the Pollachi town near Vadugapalayaam Pirivu. In Madathukulam, Udumalpet Taluk, the station should be upgraded to facilitate the stopping and going for Express Trains also. Now only Passengers Trains are stopping.

Sir, regarding the proposed budget for the year 2006-07, I am very happy to note that there is no rise in the passenger fares. Fifty-five pairs of new trains have been introduced. A reduction in First and Second AC fares by 18 per cent and 10 per cent respectively has been announced. Air-conditioned 'Garib Rath' has been introduced. There is Grameen Ticket Booking Service for the unemployed youth in the rural areas, and the agency will be given at roadside stations to the unemployed rural graduates. This is a very innovative scheme to solve the unemployment problem in the country. Over 200 trains will become Superfast Trains. There will be world-class amenities in four popular trains. ATMs, cyber-cafes will be at major stations. This is the largest ever annual plan outlay of Rs. 23,475 crore for the year 2006-07 ever since the railway budgets were produced. A number of coaches in Passenger Trains will be increased. A Special Recruitment Drive is on in the current year for filling up vacancies of Scheduled Castes and Scheduled Tribes. So far, over 6,000 vacancies have been filled. This is to take care of the poor Scheduled Castes of the country. The Nilgiri Mountain Railway has been declared a World Heritage Site by UNESCO. This, along with Darjeeling Himalayan Railway, has been described as Mountain Railways of India. We are fortunate and proud of it. Infrastructural facilities for the rail line from Mettupalayam

to Ooty should be provided to meet the international tourists. Already, Udhagamandalam is a tourist centre and it should be improved further.

Now, I would make my last request. The Salem Division of the Railway is being contemplated. In fact, it has already been created and an officer has been posted there. But I would request that Coimbatore should also be included along with Erode and Udhagamandalam in the proposed Salem Division of the Railways.

With these words, I conclude. Thank you for giving me this opportunity.

*SHRI A. SAI PRATHAP (Rajampet): Sir, I support the Railway Budget presented by our Hon'ble Railway Minister Sri Laloo Prasad Ji for the year 2006-2007.

Sir, he has taken care of the interest of all sections in the society. Sir, it is one of best Budgets I have seen since 1989. He has taken steps to raise the funds mainly to complete all on-going projects for the year 2005-06 and 2006-07. Sir, 246 ongoing works require Rs. 46,000 crores for completion and again new list has been added to it for the year 2006-07.

Sir, I mainly speak about the list of works submitted by our Hon'ble Chief Minister, Sri Y.S. Rajasekhara Reddy of Andhra Pradesh for consideration.

Sir, our Chief Minister has given very few of the important works and he did not want to trouble Railway Ministry with more works. Sir, in the 2005-06 list of ROB's and RUB's 24 proposals have been submitted, out of which only 4 have been sanctioned for the year 2006-07. Another 18 have also been sent from the General Manager, South Central Railway. Sir, as you have stated State contribution is yet to be made, so you have clearly stated about consideration of ROB's and RUB's connected to Andhra Pradesh. I am highly thankful in this regard. Sir, as regards my Constituency, I sincerely bring it to your kind notice that Dharmavarom Pakala gauge conversion is pending since 1997-98. The total amount required was only Rs. 265 crores. Now, due to delay, the cost went up to Rs. 300 crores whereas you have released only Rs. 11 crores which is insufficient to start the work. At least you please release a sum of Rs. 30 crores for these works at the earliest. This line comes in a very backward area of Rayalaseema region in Andhra Pradesh and it will be more useful to farmers and people of backward community. Sir, secondly the new line which

*The speech was laid on the Table.

[Shri A. Sai Prathap]

has been surveyed recently between Cuddapah - Bangalore via Madanpalli, the ROR factor has come up to 15.64 per cent. This is a quite viable project. As I mentioned to you earlier, Rayalaseema Regions' rainfall is below 500 mm, so farmers mainly depend on horticulture. This line will be more useful for transporting horticultural produce (Banana, Mango, Beetle leaves, Potato, Orange, Lemon etc.). I sincerely appeal and request kindly to include this line in this Budget so that my people will ever remember your name and in the history of Rayalaseema your name will be written in the golden letters in the hearts of Rayalaseema people of Andhra Pradesh. I sincerely believe that you would kindly understood the feelings of Rayalaseema people, and would consider this line in the financial year 2006-07 itself.

Sir, you were kind enough to sanction Obulavaripalli and Krishnapatnam line in this Budget. This line will increase the revenue of Railways to the maximum. Sir, in South Central Railway particularly Guntakal Division itself fetching you Rs. 558 crores income whereas doubling and electrification work is still pending since long. I sincerely request you to advise the RVNL to take up the work as promised at the earliest to complete the same so that the revenue of Railways may touch Rs. 600 to Rs. 650 crores as per today's demand of transporting minerals like iron Ore, hi-grade Limestone, Granite, barytes, Soapstone, Dolomite and other hi-grade minerals.

Sir, Rajampet Parliamentary Constituency Headquarters which exists in Chennai-Mumbai line. Being my Parliamentary Headquarters, I request you to give stoppages of the Express Trains like recently started Sampark Kranti Express from Tirupati to Delhi Hazrat Nizamuddin and Mathura-Tirupati Express train for two minutes both ways so that I believe that Parliamentary Headquarters people will have faith and hope in hon. Railway Minister. I humbly request the Hon'ble Railway Minister to provide all facilities to Station in the rural parliamentary segments like Rajampet and Kodur as compared to District Headquarters.

Finally, I being a senior-most M.P. of Andhra Pradesh, this is my 5th Term, I have been requesting since 1989 for the above proposals. I humbly pray to accord special importance for the proposals backward areas of Rayalaseema region, as I have mentioned above. As we all know about you personally and will further develop an image yourself that you are the man to help the backward area people.

[Translation]

DR. RAMKRISHNA KUSMARIA (Khajuraho): Mr. Chairman Sir, I thank you for giving me the opportunity to speak on Rail Budget. I thought that Shri Laluji would be a national Railway Minister but he had remained confined only to Bihar, and 15 trains out of 55 were announced to be introduced from Patna. Due to this, even his allies communists have become his opponent. Apart from this several other Members and people from various areas have expressed their resentment on his move. In the Rail Budget, Madhya Pradesh has been totally ignored. At the same time, Rajasthan, Kamataka, Jharkhand, Tamilnadu along with the States of North, South, East and West have also been ignored. It is sad that even after presenting a good budget, people have expressed their anger. Why this has happened?

You have presented the budget quiet tactfully. It is true that there was no hike in the Railway fares and we are giving thanks to the Minister for this, but the money was taken out from the pockets of people very tactfully. The trains remained the same; only their names were changed as superfast-trains. The common people became V.I.Ps. People will be charged fares of superfast trains for these trains. By doing this, the Minister have earned a praise, passengers have to pay more fares and at the same time, it is also being said that there is no increase in train fares.

Mr. Chairman Sir, one more miracle was made by introducing new trains and about some trains it was said that they will be run after gauge conversions. When the gauge conversions have not been done, why such an announcement has been made? You did this only to create a favourable atmosphere among the people and to gain popularity, but when will the gauge conversions take place and when will the new trains be run are not yet known.

You have introduced Garib Rath. However, is it within the reach of the poor people? Will the poor people in general, for whom it is difficult to buy even general tickets, be able to buy tickets of Garib Rath? It seems to me that Garib Rath has been introduced only for rich people and the poor will not get any place in the train. I have heard that Lalu Ji has a keen eye. Our area Bundelkhand is very poor, but it did not come into his attention. He could have introduced a Garib Rath from there as well. But what did he do with Bundelkhand—the Bundelkand Express running for Bundelkhand has been converted into

Super Fast Train and its 14 stoppages have been cancelled. So, the Bundelkhand Express in which more amenities were needed to be given to the passengers, instead got its 14 stoppages cancelled. My request is that they should be made operational again. Orchha is a very famous tourist place in Bundelkhand where foreign tourists come but that stoppage has also been cancelled, creating great problems in journey for the tourists and the passengers visiting there. Therefore, I would say that Garib Rath should remain for the poor and not for the rich and attention should be paid in this regard.

Mr. Chairman Sir, the speed of the trains were increased but no attention was paid towards the tracks. May be you are aware that 50 thousand bridges belong to 19th century and there is a need for immediate renovation of 12 thousand k.ms. of rail tracks. 35 thousand coaches also need to be retired—you said nothing about all these things.

18.00 hrs.

[English]

MR. CHAIRMAN : Hon. Members, I have a very long list of Members who want to speak. The hon. Minister of State for Parliamentary Affairs wants to make a submission in this regard.

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B. K. HANDIQUE): Mr. Chairman, Sir, as there is a long list of Members, not less than 30, who want to participate in this debate, the sitting of the House needs to be extended so that we can exhaust the list.

[Translation]

SHRI LALU PRASAD: Please extend the time. We have already given order for dinner. Arrangements for dinner have been made for all hon'ble Members and staff. In fact, people leave after delivering their speeches. I want to say that it would be better if the hon'ble Members who have given their speeches could remain present here.

[English]

MR. CHAIRMAN: Hon. Members, if the House agrees, the time for this discussion may be extended by three hours.

SEVERAL HON. MEMBERS: Yes. ...*(Interruptions)*

[Translation]

SHRI RAM KRIPAL YADAV (Patna): Sir, I would like to say that the House should be extended till the deliverance of speeches by all the hon'ble Members.

[English]

MR. CHAIRMAN: The sitting of the House is extended by three hours.

[Translation]

DR. RAMKRISHNA KUSMARIA : Sir, I was requesting you that the speed of some trains has been increased but the tracks are not proper. The bridges are of 19th century. Therefore at first these are needed to be changed, thereafter the speed could be increased.

Sir, for example, I want to mention that they upgraded Bundelkhand Express as superfast and cancelled 4 stoppages of this train. They have not prepared the infrastructure which was needed for the superfast train. As a result there was an accident in Datia. 28 persons were killed and hundred-hundred fifty persons were wounded, huge loss of life and property were reported. My submission is that you should prepare yourself before converting any train to superfast so that people can perform safe journey. Last time when you have taken charge and presented the Budget but there was an incident of robbery in your Bihar State. There was another case of robbery in Korba-Vishkhatnam link Express in Chhattisgarh just two days before. ...*(Interruptions)*

SHRI LALU PRASAD : He has been arrested.

18.04 hrs.

[Mr. Deputy Speaker in the Chair]

DR. RAMKRISHNA KUSMARIA: A woman was raped between Bhopal and Jhansi in a Bihar bound train. I want to say to hon'ble Lal Prasad that Rail journeys should be safe, people should travel safely and safety measures are needed for this. You are requested to give special attention to this.

Sir, I want to draw your attention towards some demands of my Parliamentary Constituency, Khajuraho. Orchha and whole Bundelkhand area is very important

[Dr. Ram Krishna Kusmaria]

for tourism. Khajuraho is a world famous tourist place but there is no facility of transportation. You have sanctioned Lalitpur-Singrauli train route but provided only a small fund for this. You have sanctioned Mahoba to Khajuraho Rail line at a stretch and a tourist can travel from Mahoba to Khajuraho. Similarly if Lalitpur to Singrauli and Lalitpur to Khajuraho line is completed then tourist may come from Lalitpur and Jhansi. You have provided Rs. 30 crores whereas hundred crores are needed to complete these two routes. We had a meeting with the G.M. and he told us that if the above fund is provided, then two routes will be completed and the train operation could be started immediately. My request to you is that if you complete these early the tourism in Bundelkhand will increase and the Railway will also get benefit of it. The area will be benefited and people will get employment. The Minister of Railways should take care that he should not ignore Madhya Pradesh. There is very less allocation of fund for Lalitpur-Singrauli, Lalitpur-Gondia gauge-conversion is required. Satna-Riva Rail line should be increased upto Mirzapur but the budget is silent on this matter. New Rail line is required from Indore to Manmad. There is also a proposal for doubling and electrification of Manikpur-Allahabad Rail line. All trains between Manikpur and Allahabad run on single line, therefore all the trains run late. This work is urgently needed and electrification is also necessary. The survey had been conducted for Jabalpur-Damoh-Panna rail sector. If the Railway Minister gives his approval, the backward area of Bundelkhand will be connected with rail line and it will open the way of development.

Mr. Deputy Speaker, Sir, in Bundelkhand, Tulsī Express runs thrice in a week. You know that running every day of the train is how much important. If this train run seven days a week then the Bundelkhand will be benefited. Similarly stoppage of Habibganj-Bhopal Express is needed in Lalitpur. The whole area of Tikamgarh will be benefited from this. I want to make a special request from Railway Minister that Lalitpur Khajuraho route is divided in two rail sections. Lalitpur-Mavai is in Allahabad zone whereas Mavai-Khajuraho is in Jabalpur zone. The officers of Jabalpur are not interested in the development work and they are not taking any action. They do not intend to do any work. Therefore I request you that Mavai-Khajuraho section should be transferred in Allahabad zone so that their staff could take action. If, it is done at the earliest, it will be better.

Mr. Deputy Speaker, Sir, with these words I thank Lalu ji for presenting this pro-poor budget. I hope that

Railway will develop with the efforts of Minister of Railways. A stoppage of Chhattisgarh Sampark Kranti Express from Durg to New Delhi should be provided at Damoh railway station. Renovation of twelve thousand kilometer rail route is needed. Tourism is very important for Orchha and Khajuraho. Panna temple, National Park, Crocodile sanctuary, Pandav fall, sharang temple are places of tourist attraction, therefore stoppage of Bundelkhand is necessary. Taj Express should be extended from Gwalior to Jhansi.

[English]

MR. DEPUTY SPEAKER : You can lay your speech on the Table of the House.

[Translation]

DR. RAMKRISHNA KUSMARIA : Sir, I lay the remaining part of my speech on the Table of the House.

"Sir, tourism is of special attraction in Bundelkhand. People come to see the historical place Khajuraho from foreign countries. Lots of tourists visits Orchha, Kalinger and Ajaygarh. My demand is that the stoppage of Bundelkhand should be revived."

[English]

*SHRI BIR SINGH MAHATO (Purulia): Sir, I would like to lay my speech on the Table of the House due to the paucity of time.

The present Budget estimates 2006-07 for the Indian Railways have welcomed by most of the people. Railway's passenger fares and freight rates have remained unvarying for all seasons and for all routes which have dispelled the apprehension of increasing of fare and freight rates.

The introduction of fully air-conditioned Garib Rath will be an affordable service to passengers in long-distance train. This super fast AC Garib Rath should also be introduced in between Delhi and Kolkata. There was long standing demand of the people of Purulia and Bankura in West Bengal for a passenger train from Bankura to Ranchi. A number of people go to Ranchi, the capital of Jharkhand for education, medical treatment and for business purpose. I congratulate the Minister for fulfilling the demand by proposing the introduction of a passenger train from Bankura to Ranchi *via* Purulia.

*.....*This part of speech was laid on the Table.

*The speech was laid on the Table.

A number of rural people of Midnapore Bankura and Purulia do not see the train. This is a backward and tribal-dominated hilly area. There is a long-standing demand for new railway line between Jhargram and Purulia in SER. I have been raising this issue several times in Parliament for the last 12 years. On the basis of this demand, a survey for construction of a new broad gauge between Jhargram and Purulia had been conducted in the year 1999-2000. The survey report had revealed that the cost of construction of this 136.24 km. long line would be Rs. 267.65 crore. I was told that in view of acute constraint of resources, the proposal could not be considered.

An updating survey had been included in the 2004-05 Budget and that survey report has been completed. As ill luck would have it, there is no mention about the railway line of Jhargram Purulia. Sir, rail service is not the commercial service. It has social responsibility. Therefore, construction of railway line has been seen in North Eastern region and Jammu and Kashmir.

In view of the social responsibility of the Railways, I would therefore urge upon the hon. Railway Minister to include the construction of a new broad gauge line in between Jhargram and Purulia under South-Eastern Railway.

I would also request the hon. Minister to construct a level crossing near Kat Sila junction in Adra Division. Large number of people have been suffering while coming to Kat Sila Bazar. A number of students cross the railway line every day. Very often accidents take place.

[Translation]

MR. DEPUTY SPEAKER: Lalu ji, even opposition is appreciating you.

[English]

I would like to inform the hon. Members that I have a list of more than 75 hon. Members who are yet to speak. First of all, I would like to request the hon. Members who wish to lay their speeches on the Table of the House to do so. That will form part of the proceedings.

Secondly, I would also request each hon. Member to be very brief and conclude within five minutes.

CHAUDHARY LAL SINGH (Udhampur): Mr. Deputy Speaker, Sir, with your permission I rise here today to

support this year's Rail Budget. You have presented a Rail Budget attached to the grassroot level. The priorities and intention are very much clear.

In have told the Hon'ble Railway Minister that Lalu ji, Velu jee and Rathwa jee should slightly change their names because these seem similar to hear but they have not changed it. I would like to say that these three ministers and their staff have presented a very good budget with excellent thinking. This is a very big achievement of UPA and the poor people have been given so many facilities in this budget. It is expected from them. When a person from grassroot level of society rises to a responsible post he should not forget the problems of the grassroot level. Some persons completely forget their responsibility. I think Lalu ji has not changed his thinking and his approach, I congratulate him for this.

MR. DEPUTY SPEAKER: Now we should talk some business.

CHAUDHARY LAL SINGH: I will come to the business. When you were not in the chair, Mr. Chairman said that we have to increase the time of House by three hours. I strongly supported it because I was expecting some time from this increased period ...*(Interruptions)*

MR. DEPUTY SPEAKER: This is the reason, I have given time to you early.

CHAUDHARY LAL SINGH: I will request Hon'ble Minister to fulfil a special demand of Jammu and Kashmir State. If the minister fulfil my demand, I will sit down immediately. Please ask him to fulfil my demand. I want a DRM office.

MR. DEPUTY SPEAKER: This is not in my authority.

CHAUDHARY LAL SINGH: You can talk via Bathinda. You will see that before 1947 in 1926 there was a DRM office in Firozpur. The erstwhile British Government have established this office. There is a distance of 500 kilometer from Firozpur to Pathankot. Today there are three DRM offices between this distance from Kathua to Barmula there is a distance of 700 kilometers. We should understand the need of a DRM office in Jammu and Kashmir. You can see the problem of Railway staff, they have to go to Baramulla and Kajikund. They have to go Katra and Udhampur. A lot of construction work is being done there. The whole staff is in trouble. For even tenders of small works one has to go to Firozpur.

[Chowdhary Lal Singh]

One engineer also has to come from there. What I am speaking in Hindi, Veluji may have grasped it in English and in the case of Laluji, he understands Hindi very well. I will say that if we are able to build the DRM office it will be a historical achievement. Besides this, I would like to offer my gratitude to him for the announcements which he has been making in the context of Jammu and Kashmir. Paucity of time is preventing me from commenting upon all the things which he has accomplished. A package of about 2092 crore rupees was given to the North-East and Jammu and Kashmir in which there is also a provision of bringing the line up to Baramullah. For this I am very much grateful to the Minister. In Punjab, from Jalandhar to Jammu, 78 kilometer double laning work is in progress. For this also I want to congratulate the Minister. A new weekly train Sonpur, Chapara, Jammu Tavi Myurdwaj Express and Jabalpur-Jammu Tavi Express is also going to be introduced, for that also I am expressing my gratitude....(Interruptions)

[English]

MR. DEPUTY SPEAKER: Thank you.

[Translation]

CHAUDHARY LAL SINGH: Today 'thank you' will not do. Even the question does not arise that I should conclude before I raise my point suppressing any voice. Sir, you will have to first hear me. For this I will be grateful to you. Please lend an ear to my demands, I will conclude in two minutes. Slowly and steadily I was coming to my point. No Shatabdi Express goes up to Jammu. One Shatabdi terminates at Pathankot. There is a distance of 18 kilometers between Kathua from Pathankot if all these trains touch there, then Jammu-Kashmir will be well connected. A Shatabdi train should be given to Jammu urgently and the direct train which goes to Dehradun from Udhampur Jammu should be linked and

[English]

One additional train to Haridwar from Jammu during the festivals

[Translation]

should also be operated. During Amavasya, Navratri days, Lohri or the occasions when people go for a holy dip in the Ganges, then we feel the need of a special train. Special trains are run in other States. I had already demanded this and they had also given their consent to it, but all in vain, nothing came out of it. The affected people especially the farmers whose lands have been acquired for laying the lines, it was decided that the affected families would be given employment according

to their qualifications. With deep regret I am saying that they were never provided with jobs. The Hindustan Construction Company Konkan Railways, NHPC institutions are engaged in this work. These institutions sub-let this work to others. The magnitude of the exploitation is such that after taking up the contract, the first contractor sells this to a second one and he to a third one. It means that so much manipulations are involved in this. It has to be seen that who are behind these activities. Along with this

[English]

extension of Jammu Mail train from Jaipur to Ajmer station is also necessary. Once this train reaches Jaipur, it has a stoppage time of about six hours. If this train is extended up to Ajmer the people of Kashmir and Jammu can go there and offer their prayers there. Along with that

[English]

introduction of direct train between Udhampur/Jammu and Dehradun

[Translation]

should be made. Rajdhani train should be converted into a daily train. Everyone comes to visit Vaishno Devi Temple travelling in this train. Hon'ble Minister, is also a devotee of Vaishno Devi Mata and we should name it after Vaishno Devi. The second thing is that this is a majority area. Doda which is spread in 12000 square kilometer has not been linked with it. There were some great Kings belonging to Doda, Bhadrava and Kistvar. I wish that this train travels from Pathankot to Basoli from Basoli to Bhadrava and from Bhadrava to Doda Kistvar so that it may be able to cover the 12000 square kilometers.

[English]

MR. DEPUTY SPEAKER: Please conclude now.

Now, I call Dr. M. Jagannath to speak.

[Translation]

CHAUDHARY LAL SINGH: Sir, please give me one more minute. Dayalchak is a flag station. Shri Velu ji in his reply stated that there is no hospital in Jammu. Railways have a hospital there. Its situation is very pathetic. There is also a school for their employees. It is in a dilapidated condition. Those employees are a worried lot there. After taking a decision they had declared that Baslipur factory would be set up in Udhampur. The hon. Prime Minister is going to inaugurate it. He told that a coach factory will be set up at Kathua.

[English]

MR. DEPUTY SPEAKER: Please sit down. Now, Dr. M. Jagannath.

...(Interruptions)

*CHAUDHARY LAL SINGH: Now, I lay the rest of my speech.

Upgradation/construction:

Conversion of Chak Dalaya Station from Flag Station to Crossing Station.

Upgradation of Railway Hospital at Jammu.

Upgradation of Railway School at Jammu.

Construction of Railway Coach Factory/Industries at Jammu. No Railway workshop, no Traffic Accounts Office, no Railway Coach Factory at Jammu.

Upgradation of Ghagwal Railway Station.

Need to construct a footover bridge at Kathua Station.

Expansion of 1st AC class coach.

Provision for Enquiry Counters.

Extension of Stoppage of all trains not less than five minutes.

Miscellaneous Demands:

Speedy completion of Udhampur-Srinagar-Baramulla new line project scheduled to be completed by 2006-07.

Starting of Sleeper Factory announced during the inaugural function of Udhampur Railway Station.

Request for sportspersons in the Indian Railway Teams from Jammu & Kashmir.

Construction of Diesel Shed at Jammu & Kashmir.

DRM Office for Jammu.

Stoppage of Super Fast Trains at Kathua/Ghagwal Stations.

Provision for Railway Recruitment Board at Jammu.

Post of Chairman of RRB Jammu and Srinagar as political post and Chairman of RRB from Jammu & Kashmir.

Mini Railway Hospital at Kathua.

Stoppage of Malwa Express at Kathua.

Provision of Higher bridges/crossing:

Lakhanpur Crossing. Jagatpur, Matandi, Kharote, Logate, Barwal, Budhi, Ghatti, Jasrota, Amala, Chhann, Saswan, Chandwan, Chhan Khatrion, Ghagwal, Chhan Morian.

Two companies of Railway Police were sanctioned but they were diverted. There should be one train with the name of Shri Mata Vaisho Devi.*

*SHRI M.P. VEERENDRA KUMAR (Calicut): Sir, first of all, I would like to comment on the improvement in Railways Finance. Five years ago, an expert committee had written off the Railways as it was heading towards a terminal debt trap. Today with a balance of Rs. 11,280 crore, the Railways seem to be on a better track.

But my party disapproves the move to privatise railway services. There is a proposal to handover the container movement service to private parties. Moreover, container depots and container parks will also be given to private parties. The catering service, cleaning of railway station and the trains are also going to be handled by private parties. I wonder why Railway Minister wants to handover these services to private sector. Handing over railway gradually to private sector will be disastrous.

Also, Sir, I fail to understand the economies behind the 'Garib Rath'. According to the budget, the passengers have to pay little lesser than AC III class fare to travel in those trains. Which 'Garib' can afford to have the service of these new trains? The 'Garib Rath' may help to beat the competition from low fare carriers but not definitely going to help the poor.

It has also been reported that there were 240 major projects worth Rs. 47,000 crore pending as on March 2005. A perusal of pending projects shows that as many as 33 projects are pending for more than a decade. Even though substantial sums have been invested on some of these projects, yet they are still lingering on. Therefore, I request the hon. Minister to come out with a strategy for the speedy implementation of such projects.

Now I come to certain demands pertaining to my own State, Kerala. The Railway Budget totally neglected Kerala. Nothing substantial has been provided for the State which has caused widespread protest in the State.

..... This part of the speech was laid on the Table.

*The speech was laid on the Table.

[Shri M.P. Veerendra Kumar]

Sir, Keralites have been pleading for long time for more long distance trains connecting Kerala to the various parts of the country. Lakhs of Keralites are spread to various cities in Northern, Eastern and Western parts of the country for livelihood. They have to visit their families and relatives at least once a year. But the distance being quite high and failure to get rail reservations even after waiting for weeks together, they have to often postpone their visits. Furthermore, millions of people from different parts of the country visit Kerala for pilgrimage and sight seeing every year. Since they cannot afford air travel, they cancel their visits for lack of rail reservation.

The Railway Minister has announced 55 new trains but hardly any one will go to Kerala. My State is at the southern tip of the country and it deserves preferential treatment. Therefore I request the hon. Minister to introduce the following trains.

A daily train from Ernakulam to Bangalore.

An express train or a Garib Rath from Delhi to Thiruvananthapuram.

A train between Goa and Ernakulam.

In addition, the Kannur-Yashwantpur (6527/6528) Weekly train and the Thiruvananthapuram-Mangalapuram Maveli express should run daily.

Nanjangode-Wayanad -Gudalur-Nilambur Railway link: The growing importance of this railway link need not be over emphasised especially in view of the huge volume of the container traffic anticipated when international container terminal at Vallarpadam is completed in a couple of years. Similarly, the LNG terminal at Cochin also will attract huge tanker traffic from North to South. With the opening of this new link, the time and distance for rail transport from Bangalore, Mysore, Hyderabad etc. will be reduced by eight hours (over 300 km. distance). Moreover, this new link passes through the plantation area (Wayanad and Gudalur) and connects Nilambur in Malappuram district. This link will also connect Karnataka, Kerala and Tamil Nadu. Therefore urgent steps should be taken to accord sanction of this line.

New lines should also be announced between Tellichery and Mysore which was pending for a long time.

Also, new lines should be announced between Chengannur and Thiruvananthapuram via Kottarakkara.

Calicut Model Station: Calicut was declared as a model railway station in 1999 aimed at providing all the required facilities. During discussions held earlier with concerned authorities by representatives of the various organisations, assurance was given that the work will be taken up and completed at the earliest. But unfortunately the work has not yet been completed. If the authorities take some more interest, the work could be completed in three months time.

Doubling of the track between Kallayi and Calicut: I would also like to draw the attention of the hon. Minister to the fact that doubling work of the track between Kallayi and Calicut Railway Station is held up. As the stretch of about two kms. is not complete, all the trains are running only through one track which often entails delay and inconvenience to the passengers. Therefore the leftover part of the track should be completed on priority basis and running of trains started expeditiously.

Upgradation of West Hill Railway Station as Calicut North: Calicut Railway Station is already crowded and finds it difficult to board the trains during peak hours from there. Moreover, people from all parts of the city have to come to Calicut Station. I, therefore request the hon. Minister to upgrade the West Hill railway station by providing all amenities to passengers there and make it a stopover for some of the trains so that the passengers find it convenient to catch and get down from there. The station may be renamed as Calicut north on the pattern of Ernakulam North.

Vellayil Railway Station: Covered platforms to be provided on both sides of the tracks for this station which is located within the city limits. Foot over bridge and comfort station are must by considering close proximity to a Higher Secondary School and thickly populated area on the western side. Train No. 622 and 619 were already stopped halting at this station. I request you to reinstate the facility at the earliest as it would benefit hundreds of passengers.

Electrification of Shoranpur-Mangalapuram Line: The electrification of Shoranpur-Mangalapuram Line should be taken up immediately and Ernakulam-Alleppey doubling should be completed soon. Few projects have taken up for construction of over bridges but unfortunately all are lagging behind schedule because of insufficient funds. No major projects for manufacture of components and equipment has been taken up in the State in recent years.

Tanur-Guruvayur Coastal Line: I would also like to know the present position of the proposed Tanur-Guruvayur coastal railway line which will contribute towards the development of Malabar region especially when Vallarpadam transshipment project will become operational. Moreover, this route is expected to reduce the distance between Kozhikode and Kochi by about 27 kms. Agitations are going on at Tanur against this negligence.

I request urgent attention of the Railway Minister on these issues.

*DR. SEBASTIAN PAUL (Ernakulam): Sir, I am dedicating my speech to the forgotten little men of the Railways—the more than 1.5 lakh licensed coolie porters spread over more than 7,000 railways stations in the country. Those men in red shirt are denied their rightful claim to carry passengers' luggage and parcel because of the anti-labour policy pursued by the Railways, which is contrary to the letter and spirit of the National Common Minimum Programme. Repeated representations were given to the authorities, the porters had resorted to direct action including a Parliament March last year. I myself had raised this issue in the Consultative Committee meeting. Despite the written assurance given to me, the practice of permitting private contractors to carry on the luggage/parcel handling work, in supersession of the claims of the licensed porters, still persists. The porters view with great apprehension the policy statement made by the hon. President in his Address to Parliament that the monopoly of the public sector in container cargo movement would be terminated. The hon. Railway Minister in his Budget speech has formally endorsed this policy. Despite the far-reaching consequences of the change in policy, the porters are now more concerned with reclaiming their traditional work, which is the sole means of earning their daily bread. The Railway Minister, in the last year's budget speech, was kind enough to recognise the licensed coolie porters as an integral part of the railway system. But now he seems to have totally forgotten them. The Railway is celebrating its good times with passengers and employees; but the porters are doomed to remain in the limbo. I earnestly pray the Railway Minister to restore all work relating to the handling of passenger parcel/luggage in all railway stations to the licensed coolie porters. The Railway Minister, who is presiding over the world's second largest rail network, can show a little sympathy to the

* The speech was laid on the Table.

starving porters and their families who are in great distress.

MR. DEPUTY SPEAKER: Now, Dr. Jagannath, you can speak. Dr. Jagannath, I am helpless. You speak only for five minutes. You put only your demands.

DR. M. JAGANNATH (Nagar Kumool): Respected Deputy Speaker, Sir, thank you for giving me this opportunity to participate in the Discussion on the Railway Budget.

Railway transport is the major transport system in India, which plays a key role in the transportation of people from all walks of life. It also plays a significant role in the development of the country.

According to our hon. Minister, it plays a great role in the transportation of 1,60,00,000 people, out of which 1,25,00,000 people belong to the second and ordinary class travellers. Also, goods worth millions of crores of rupees are transported every day.

Our efforts should be to match with the aspirations and needs of those who contribute a major portion of revenues to the railways. The Railway Budget should be pro-poor, commuter friendly and commensurate with the aspirations of the common man, which, I feel, is lacking to a little bit extent here in this Budget.

I would like to thank the Railway Minister as he had tried hard to meet and fulfil the aspirations of the common man though it is not a fully pro-common man Budget.

Certain steps like not increasing the fares of second class and trying to get the air-conditioned travelling into the ambit of the common man are laudable, as the Railway Minister had reduced the fares of AC classes. Really I would compliment the hon. Railway Minister for this also.

Sir, the step like starting of Garib Rath train is laudable but the Railway Minister should think of attaching more coaches or increasing the number of general bogies with all the fast trains so that this step will facilitate the common man as well as the poor people to reach their destinations fast.

In the recent past, there were a number of railway accidents where hundreds of people died and property worth hundreds of crores of rupees was lost. Our aim

[Dr. M. Jagannath]

should be zero per cent railway accidents. The Budget does not have any major proposal for reducing the railway accidents. According to the Railway Minister, the number of accidents that the Railways has got has been reduced compared to the previous year but the loss of lives and property is more and it is just because of, according to the Railways itself, human failure which could have been avoided had they taken some more care.

More and more number of accidents are taking place mostly at the old bridges, old tracks and also because of the washing away of the bunds under the tracks during natural calamities. To quote an example, last year there was an accident at Valigonda in Nalgonda district of Andhra Pradesh where there was nobody to see the condition of the bridge and the track during the heavy rains because of which the bund under the track was washed away and the train got involved in a major accident. It caused the deaths of hundreds of people. The repair of old tracks and reconstruction of outdated old bridges are the only way to avoid such types of accidents. This work should be taken up on a war-footing manner. This could have been avoided had there been proper checking.

I will be failing in my duties if I do not compliment and appreciate the gang man who had detected detonators on the railway track in Anantapur district. Subsequently, he had informed the concerned authorities and they defused the detonators. Had there been no defusal, there could have been deaths of hundreds of passengers and loss of property worth crores of rupees.

Now, the Railway Minister had come out with food plazas, ATMs, other hi-tech and ticketing infrastructure at the railway stations for development. There is a proposal for outsourcing. I would like to bring it to the notice of the hon. Railway Minister that it will deprive the Scheduled Caste and Scheduled Tribe candidates of their job opportunities. This fact should be kept in mind while proposing all this.

Some time back, there were 19 to 20 lakhs employees in the Railways and there was proportionate strength of Scheduled Caste, Scheduled Tribe and OBC people. It is because of austerity measures, their strength had been now reduced to 14 lakhs and the proportionate strength of the Scheduled Caste and Scheduled Tribe people could have also got reduced. This has affected mostly the Scheduled Caste, Scheduled Tribe and OBC people. If outsourcing is taken up, I feel, this will further

deteriorate the situation by depriving the Scheduled Caste and Scheduled Tribe people of their job opportunities.

Sir, introduction of Metro Railway System is easing up the surface transport system. Our experience in the Delhi Metro is that this system has eased up the congestion. I compliment the hon. Minister of Railways for taking it up in a big way. I would like to bring it to the notice of the hon. Minister that Hyderabad is a fast developing city with hi-tech facilities etc. Now, it has also become an educational hub. So, Hyderabad city also needs metro railway system. Likewise also Vijayawada and Visakhapatnam need it. These are developing on a war-footing. So, I would request the hon. Minister to consider metro railway system in Hyderabad, Vijayawada and Visakhapatnam.

Sir, the hon. Minister has announced four passenger trains with world class passenger amenities. It is appreciable and I would request him to introduce one such type of train from Hyderabad also for the reasons which I have quoted earlier.

Sir, coming to the projects of Andhra Pradesh, I should really thank the hon. Minister because there is a marginal increase for allocations in all the railway projects. But the allocation is very meagre and not commensurate with the aspirations of the people and also to the expected level for completing the ongoing projects early. If such is the pace of the allocation, I think in my life time, I will not be able to see the completion of these projects early.

Sir, in the introduction of new trains, extension of trains, surveys and sanction of new lines for which surveys were conducted long back, allocation of money is very meagre. It is just an ice-burg. These fields require a sympathetic consideration, to have further surveys, extension of trains and introduction of more new railway lines, particularly in the Telengana area in Andhra Pradesh which is a very backward area.

Sir, the hon. Minister has announced five new services for Andhra Pradesh out of 55 services for the entire country. ... *(Interruptions)* Sir, I will conclude within two minutes. I would like to bring it to the kind notice of the hon. Minister that out of the five new trains he has announced, one starts from Madurai and comes to Tirupathi. Most of the time this train passes through Tamil Nadu. Likewise the trains from Gudur to Tirupathi and Machilipatnam to Tirupathi are for short distances. The Hon'ble Railway Minister have proposed two new trains

which will be introduced after gauge conversion only and it will not be easy to run those trains early. The train which the Hon'ble Railway Minister have announced in previous year the train between Secunderabad and Chennai is running only for the past two days. Hence, I request the hon. Minister to think of some other trains which I will be mentioning to him subsequently. I would request him to consider all these requests including introduction of new trains which I will be mentioning to him subsequently, because other States are getting benefitted but not my State of Andhra Pradesh out of these trains.

Now, I come to budgetary allocation for new lines. There have been very meagre allocations in this budget. I will give some examples. In respect of Munirabad-Mahaboob Nagar line, the latest anticipated cost is Rs. 497.47 crore, the allocations for this year is only Rs. 5 crore and the balance needed is Rs. 460.57 crore. Likewise for Gadwal-Raichur, the latest anticipated cost is Rs. 108.91 crore, the allocation for this year is only Rs. 20 crore and the balance needed is Rs. 66.54 crore. Likewise for Macherla-Nalgonda, the latest anticipated cost is Rs. 293 crore, the allocation for this year is only Rs. 2 crore and the balance needed is Rs. 239.90 crore. Likewise for Peddapalli-Karim Nagar and Nizamabad, — this is a very old and genuine request—the latest anticipated cost is Rs. 517.63 crore, the allocation for this year is Rs. 40 crore and the balance needed is Rs. 338.17 crore.

All of the above projects are in a very backward area of Telangana of Andhra Pradesh. Because of lack of infrastructure, Telangana area has not developed. These kinds of things will unnecessarily lead to regional imbalances in the State. *...(Interruptions)*

MR. DEPUTY SPEAKER: Please conclude.

...(Interruptions)

DR. M. JAGANNATH : Sir, please give me two minutes more. *...(Interruptions)*

MR. DEPUTY SPEAKER: You can lay the rest of your speech on the Table of the House.

...(Interruptions)

DR. M. JAGANNATH : Sir, I request you to kindly give me a minute. I now come to the demands of my State. Regarding doubling work, the section between

Secunderabad and Dronachalam needs to be doubled immediately. *...(Interruptions)*.

MR. DEPUTY SPEAKER: Please conclude.

...(Interruptions)

DR. M. JAGANNATH : I am now coming to the demands of the State. Please allow me.

Most of the South bound trains are being diverted from Secunderabad to Dronachalam and to Guntakal. There is only one line in this route. I would request the hon. Minister of Railways to take up the doubling of this work and also electrification of this section.

Regarding RUBs and ROBs there is a great demand. A number of level crossings are there in my constituency in this section between Secunderabad and Dronachalam which are unmanned and many accidents have taken place in the past leading to loss of lives. Earlier, I requested for one RUB at Jadcherla railway station level crossing gate. The gate is very much in the yard of the railway station. Whenever a train passes or whenever a long goods train is stopped at Jadeherla railway station, the gates are closed for long time and people are experiencing lot of inconvenience to cross the gate. Accidents are also taking place.

I request the hon. Minister to sanction ROBs at Yenugonda level crossing gate which lives between. *...(Interruptions)*

MR. DEPUTY SPEAKER : Dr. Jagannath, you can lay the rest of the speech on the Table of the House.

...(Interruptions)

DR. M. JAGANNATH : Sir, please allow me. I now come to the demands of my district.

Sir, Mahaboobnagar and Jadcherla railway stations connect National Highway No. 7. At Gadwal and Devarakadra railway stations at the level crossings ROBb are needed. I may say that near Devarakadra sometime back a major accident took place and a number of people died. *...(Interruptions)* Sir, please give me one minute. I now come to the demands pertaining to my constituency. *...(Interruptions)*

MR. DEPUTY SPEAKER : You may lay on the Table of the House the rest of your speech.

...(Interruptions)

DR. M. JAGANNATH : I now come to construction of new lines. Sometime back a survey was done for line between Raichur, Gadwal and Macherla. The middle part from Gadwal to Macherla, connecting to Nagarjunasagar is not done. *...(Interruptions)* This covers a very backward area of Mahaboobnagar, Raichur and Nalgonda areas. *...(Interruptions)* Please allow me. *...(Interruptions)*

MR. DEPUTY SPEAKER : No, Shri Brahmananda Panda to speak now.

...(Interruptions)

MR. DEPUTY SPEAKER : Nothing will go on record.

*...(Interruptions)**

[Translation]

MR. DEPUTY SPEAKER : You please lay your speech.

[English]

DR. M. JAGANNATH : Sir, please give me a minute.

[Translation]

MR. DEPUTY SPEAKER : There is no use in speaking, nothing is going on record. You please lay your speech.

[English]

**DR. M. JAGANNATH : Sir, I have also been requesting for the construction of ROBs at the following places:

At Yenugonda level crossing gate which is located between Jadcherla and Mahboob Nagar railway stations

At Gadwal railway station level crossing gate

At Devarakadra Railway Crossing Gate

I would like to say something regarding the new lines constructions. A survey was conducted long back for the construction of new railway line between Macherla in Andhra Pradesh and Raichur of Karnataka State. This line passes through three districts of Andhra Pradesh, namely, Guntur, Nalgonda, Mahboob Nagar and Raichur district of Karnataka. All the districts are very backward

* Not Recorded.

.... This part of the speech was laid on the Table.

areas and every year lakhs of people migrate to other States for livelihood from their districts. In frustration, youth are being attracted towards some unlawful activities.

During 1996-97, two parts of this proposed line were sanctioned, i.e., one piece between Gadwal and Raichur and another piece between Macherla and Nalgonda. The middle part, i.e., between Gadwal and Nagarjuna Sagar, where a junction would come up as a part of above line. This middle part from Gadwal to Nagarjuna Sagar had been assured to be taken up in due course in a written reply when I raised this matter under Rule 377 long back in the Parliament. I would like to request the hon. Railway Minister to consider and sanction the new line between Raichur and Nagarjuna Sagar as a part of new line between Macherla-Gadwal and Raichur.

I have some other demands also and these are very long pending issues:

Introduction of Inter-city express train between Secunderabad and Kurnool town

Rajdhani Express between Hyderabad and New Delhi

A day train between Hyderabad/Secunderabad to Mumbai

Extension of MMRTS system up to Shad Nagar Railway Station. Now, MMRTS is available up to Umda Nagar Railway Station. Shad Nagar area is fast getting into industrialised and the International Airport of Hyderabad is being constructed nearby to Shad Nagar

Halting of Dharmavaram Express at Jadcherla Railway Station in both directions

Halting of Thungabadhra Express at HBL halting station and Bala Nagar Railway Station in both directions

Improvements of passenger amenities at Sriram Nagar Railway Station and Gadwal Railway Station

Construction of second platform at Wanaparthy Road railway station

All above demands are for the sections between Secunderabad and Kurnool.

My next point is about Gauge conversion at East Coast Railways. Rs. 34 crore have been allocated to gauge conversion work from Gunupur to Naupada out of

Rs. 63 crore required. I would like to request the hon. Minister to increase the allocation.

I would also like to say something about survey. Requests have been made for conducting a survey for the construction of new line between Gunupur and Rayagada. I would like to request the hon. Minister to sanction the survey.

Sir, finally while congratulating the Railway Minister for taking some new and innovative ideas for improving the railway working, I urge upon the Railway Minister through you. It looks that the mind-set of our Railway Administration is towards more privatisation in railways. It might help the Railways financially but deprives the SC/ST and OBC candidates their due share of Governance in Railways because they will be losing their job opportunities.

Hence, I would like to request the Railway Minister to ensure that the interest of the SC/ST and OBCs are protected.*

*SHRI B. MAHTAB (Cuttack): Sir. Its my pleasure to participate in the discussion today on Railway Budget 2006-2007.

At the outset, I must say that transport is an element of infrastructure and key element not only for global competitiveness but also for creating an integrated national market. Improvement in the quality of transport infrastructure is an essential pre-requisite for high economic growth. In the Tenth Plan, the Railways has recorded some improvement in financial performance but, the generation of internal and extra budgetary resources is not in line with the plan targets.

Yet, I would say the initiatives taken in the last four years have started yielding dividends. But the question is whether this euphoria will last? I have my doubts.

At the same time, I must draw the attention of the House towards certain anomalies relating to passengers' interest. It also relates to the case of raising benchmark of super fast trains.

The Indian Railways run super-fast express trains on its network. From hardly over a dozen trains including the prestigious Rajdhani three decades ago, their number has now crossed the 200 mark.

Systematically over the past years, the Railways has resorted to converting ordinary express trains into super-fast ones. The reason is not far to seek. Except for the air-conditioned class, the other types of accommodation in the passenger segments are loss making and making a train super-fast allows the Railways to levy 2 supplementary surcharge. The surcharge ranges from Rs. 50 a ticket for AC-1 to Rs. 10 for second sitting class.

Under the Indian Railways, trains attaining an average speed of 55 kilometres an hour are treated as super-fast and are numbered beginning with the digit 2. A lack of large scale resources have resulted in infrastructural constraints mainly in the areas of upgraded tracks, high speed locos and coaches and fencing of tracks which are imperative to run high speed trains. This prevents the system from running trains at international standards of over 200 kilometres an hour.

Yet, treating trains averaging above 55 kilometres an hour as super-fast seems to be an abysmally low benchmark even for Indian conditions.

Due to increasing electrification and availability of double tracks across the major corridors, the Railways is easily able to achieve this low benchmark and hence the increasing trend of converting ordinary express trains to super-fast to generate additional income.

This low standard hardly enables the Railways to look and think beyond this and introduce at least reasonably fast trains.

With the low cost airlines and even luxury buses like Volvo striking at the premium railway passengers, it is time for the Railways to gear up and introduce convenient and fast trains. Moreover, all these converted super-fast trains apart from charging the levy and managing the 55 kilometres per hour average offer little to passengers by way of limited stoppages or specially designed extra comfortable coaches.

Most of the super-fast trains, except the Rajdhani and Shatabdi, have been reduced to attaining a low standard of 55 kilometres an hour and earn an additional surcharge for the Railways. There is need to closely look at this minimum benchmark for classification as a super-fast train and examine, if it could be revised. Introspection is required on the minimum additional benefits a passenger could expect from a super-fast train.

*The speech was laid on the Table.

[Shri B. Mahtab]

I do not understand why the middle class of this country will brand themselves as Garib. What is the justification of naming a fully air-conditioned long-distance train as "Garib Rath"? What does the Railway Minister want? Does he want to redefine the poverty line? I would rather say, a person, however poor he may be, has self respect. A conscientious person would like to travel less in a non-Garib Rath train, rather than avail concession and travel in Garib Rath. Who would like to call himself Garib? The naming of a train as such is an insult to the weaker section of the society. It is also an affront to the middle class for whom actually this train is intended. Imagine a situation when a train load of passenger get down at Mumbai, Kolkata or Delhi and people shouting at them that Garib Rath passengers have come. Imagine another situation when this type of train arrives at Patna and the coolies shout that Garib Rath has arrived from Mumbai. Do the Minister want to name the passengers as Garib who had gone to cities to earn their livelihood to be branded as Garib in their own State capital? Very ridiculous! Garib is not a matter to be propagated and feel proud of. I am astonished to see that the ruling combination has not uttered a single word against this naming. This type of naming should be discouraged. When attempt is being made to fight poverty, the Rail Minister is eulogising poverty. This should stop. This unfortunate naming should be withdrawn and be named after some eminent socialist thinker or leaders of the country who have worked for the upliftment of the poor.

Though turn-around of Indian Railways is one of the most remarkable success stories being talked about, we should not forget that rail tends to be preferred today as a mode of transport because higher fuel prices have driven up road transport costs. Indian Railways should introduce more fast goods trains and improve delivery services to enhance its competitive abilities vis-a-vis road transport in medium and long distance routes.

Prof. Madhu Dandavate was India's finest Railway Minister. Prof. Dandavate introduced super-fast trains in late 70s on a mass scale and provided dignity and comfort to second class travel. Shri Nitish Kumar too deserves the credit for the improvement we see today. He freed the Railway Minister's office from a culture of nepotism and patronage. Can the present Minister focus on revenue?

What are the areas of concern in the Budget? As I would say one of the main issues is that of pensionary charges. This is projected at Rs. 7000 crore.

Last year, the Minister had mentioned actuarial revaluation. There is no mention of that. This is a very serious problem. There is the issue of meeting the increasing demand. There is mention of dedicated corridors and strengthening freight lines. But, this will take time. The available demand will go by road. From passenger's point of view, the issues of concern are not only that of punctuality and comfort but also primarily one of cleanliness of travel. This is something that requires to be remedied on a war footing.

While it is good that the arrears of maintenance are being tackled through SRSF, some more arrears are bound to creep up. What measures have been taken to tackle them? What is the money required in the depreciation reserve fund? That has not been calculated. System weaknesses of being perceived as not being user friendly, bureaucratic, of being too huge should be tackled.

The AC two and three tier charges have been reduced to counteract the lean season vacancies as well as the competition offered by Budget airlines. However, total demand is huge. Therefore, this measure will not make a difference. Further, the service of budget airlines is poor. I would rather say that Government needs to aggressively pursue the public-private partnership avenue and raise resources from the market rather than burden the exchequer. The momentum should be in the direction of reducing the cost of operation. The problem with our stock is that the axle load is low and the pay load-to-tare ratio is very low. The need of the hour is to introduce bigger moving dimensions and better payload-to-tare ratio. That will increase revenue.

I would like to draw the attention of this House to a jugglery that is being meted out. Against the original Budget Estimate of 635 million tonnes of freight for 2005-2006, the Railways are expected to achieve around 668 million tonnes. That will be an increase of around 66 million tonnes or 10 per cent over the previous year. Considering the elasticity of the rail transport demand, such a growth rate almost confirms to about 8 per cent growth of the GDP. But Railway Budget shows signs of timidity. Freight targets are undertargeted, leading to under-estimation of revenue and expenditure. Even annual plan size are tailored down. Why should Railways be so uncertain and diffident about their capabilities and abilities? The reason can basically be traced to gross under-investments and serious lack of attention to capacity generation programmes. The freight target of 2006-07 has been kept low at 726 million tonnes. With even a 10 per

cent growth target, the figure should have been 730 – 740 million tonnes. Why this timid approach, I fail to understand.

The Railways in India have been positioned for quite some time at a junction from which only one path could be said to have the potential to move the organisation towards success. Having taken other paths, the Railways have only managed to maintain status quo. This year's budget promises many steps towards reform route, though there are plans which could derail the process. The move to get private sector containers on railway track is a good commercial strategy. The plan to load more on a wagon would be equally useful. But there are limitations to this potential. Unless, significant investments are made, more benefits cannot accrue. Public-private participation is one such area for which continued dependence on internal financing and budgetary support is required. The efficiency aspect of private sector participation is also important. This may yield returns over a period of time.

Some investments on network expansion, double tracking etc. are expected to yield returns earlier. The proposal to reduce air-conditioned passenger fares is not likely to have an impact on revenue, since the long distance segment of passenger traffic is usually unresponsive to fare changes.

The plan to introduce 25 tonne axle load wagons on two routes, Bansapani-Daitari and Dali-Rajhara-Bhilai, both iron ore transporting routes, will straightway increase the capacity of wagons by around 10 per cent. As long as the economy is buoyant there is little cause to worry. The target increase in freight traffic will materialise. But, the Budget does not spell out about the proposed rationalisation of tariff. The Minister has mentioned about the average turn-around time of wagon has dropped but does not explain how it has been achieved and by how much and what it is likely to be in the next year. During the course of the current financial year, the Railway Minister chose to boost the earning by making administrative announcements, outside the Budget to change the classification of certain bulk commodities. Also the demurrage rates were revised upwards thrice. In Budget, there is a mention about terminal management without elaborating if there will be private public partnership in this matter. This method of bypassing the Parliament is not a good sign.

Now, I come to specifics. Government of Orissa has been demanding completion of the sanctioned railway

projects and sanction of new railway lines for meeting the industrial demand. Cutting across party lines, Members of Parliament have jointly met the Minister and discussed with him on the Memorandum given by them on certain Railway projects. Since 2003, Orissa is undergoing rapid industrialisation. The projections indicate additional volume of traffic to the tune of 56 MTPA by 2016 alongwith raw materials to the extent of 180 MTPA. Such a sharp increase would require speedy expansion of railway network in the State. Paradeep Port being a major port needs more and swifter rail connectivity. I would request, adequate attention be given to it.

Now, I would like to draw the attention of the Government towards another aspect. East Coast Railway became operation from 1st April, 2003 with Khurdha Road, Sambalpur and Waltar Divisions. The operating ratio of this railway zone has been good. However, expansion of jurisdiction of East Coast Railway has become a necessity in view of the rapid industrialisation. I urge upon the Government to extend the jurisdiction of Sambalpur division to include Jharsuguda-Barasuan-Kiriburu; Rourkela-Nuagaon; Jharsuguda-Himgiri or create a new division with the Headquarter at Jharsuguda or Rourkela with jurisdiction under East Coast Railway. Likewise, the jurisdiction of East Coast Railway be extended to include Bansapani to Padapahar section and Bhadrak-Laxman Nath Road section in Khurdha Road Division.

Lastly, I would like to draw the attention towards the annual allocation of funds and actual expenditure incurred by the Railways. When this is the case in Orissa, it may be happening in all other States. I would rather suggest a specific discussion should be made on the Performance and Outcome Budget of the Railways. We feel very elated when you see the Pink Book which described the detailed programme of our area and give credit to the Minister. So, did, many of our friends. Initially, I also thanked the Minister. But while going through the outcome Budget, I find a different picture. Most of the ongoing projects that were started in late Eighties or early Nineties are still in the 'ongoing project' list and token provision is being made year after year. Why can not the Railway take up fully completion of single project in a time bound manner? Daitari-Bansapani is one such project. Doubling of Talcher – Paradeep line is another such project. Khurdha Road – Bolangir is another such project. Construction of second rail bridge over river Kathajodi and Kuakhai and doubling the rail line from Cuttack to Baranga will help free flow of rail traffic between Howrah and Chennai. This needs top most attention. Though for three years, crores of rupees

[Shri B. Mahtab]

being projected, hardly any money is being spent. What is the fun of this budgeting? Similarly, doubling rail line from Khurdha Road to Puri is continuing in a snail's pace. This year there are no funds for this project. Have you abandoned it? At the same time. I should say, I would fail in my duty if I will not congratulate you for extension of Prashanti Express from Vizag to Bhubaneswar. This was a long pending demand. I also express my thanks for running a new train from Bhubaneswar to Pondicherry and morning train from Puri to Howrah. But increase the frequency of Rajdhani Express from Bhubaneswar and allow at least once a week, the Rajdhani to pass through Sambalpur.

Already electrification work for East Coast Rail link is completed. I would suggest to introduce EMU trains to cater to the needs of passengers from Balasore-Cuttack-Palasa. Pantry service should also be provided in Bhubaneswar-Bangalore Express, Bhubaneswar-Kurla, Puri-Tirupati Express trains too. As light weight wagon construction is being envisaged using aluminium, I would request to establish this new wagon building factory in Orissa, as it is the aluminium major State in the country, which is energy sufficient and also has adequate water to support the industry. Land is also not a problem.

With these words, I conclude, Sir.

*SHRI BRAHMANANDA PANDA (Jagatsinghpur): Hon'ble Deputy Speaker, Sir, you have allowed me to take part in the discussion on Railway Budget of 2006-2007 : I am grateful to you. Railways are the life-line so far as economic progress of a nation is concerned. The economic development of a nation depends largely upon the expansion of Railway network. This time, Hon'ble Railway Minister has very tactfully presented the Railway Budget before the House. He has woven nothing but fantasy in this Budget. There is a saying in Oriya which goes like this—

"If you know the art of speaking, your talk will be interesting,

If you know how to tie your hair, you will look beautiful,

If you know how to cook, your dishes will be tasty, and

If you know how to play, even the grass will be smooth."

*English Translation of the speech originally delivered in Oriya.

In a nutshell It means that everything in this world depends upon the packaging. Mr. Lalu Prasad is very adept in packaging. After the fall of Rabri Devi's Government in Bihar, he has tried his best to satisfy everyone by presenting a well-calculated Budget. But Sir, the issue of safety has not been addressed to. Railway accidents are on the rise, robbery incidents, inside the train compartment are increasing on an alarming rate. Safety and security of passengers now is the primary concern of everyone. If, the Department of Railways can not assure passenger safety, it will be a great impediment in the way of progress of Railways. Hon'ble Deputy Speaker, Sir, Orissa is full of mineral resources. We have more than a dozen Iron ore mines, enough deposit of Aluminium, Coal, Manganese and such other precious minerals. We have the Paradeep Port, the Bay of Bengal, and a long stretch of coastline. Orissa is a land of breathtaking beauty. There is the picturesque Chilka lake, the architectural marvel the Konark temple and the world famous Jagannath Temple which is a symbol of universal brotherhood and peace. Despite such a bounty of tourist spots, Orissa fails to attract the tourists. The reason is the lack of proper Railway infrastructure. Orissa never gets the attention it deserves from the Ministry of Railways.

Sir, I am here on behalf of the Biju Janata Dal which is a regional party. Our inspiration is late Shri Biju Patnaik who was a man of indomitable spirit and vision. He symbolises the pride of Orissa. He was the man who had rescued the Premier of Indonesia under trying circumstances. The world still remembers him with awe and wonder. He had dreamt of a self-reliant and prosperous Orissa and we too want his dream to be a reality. From this prospective Orissa lags far behind. The manner in which the Railway projects are pending in Orissa is very unfortunate. The expansion of Railway network is not upto expectation. Sir, we were discussing about regional imbalance in this very House. Orissa, I think is a victim of regional imbalance. I want to draw your attention to certain specific points. The first is the Khurda-Bolangir Railway line project. This is a long-pending demand but due to lack of financial assistance, it is not taking shape. We keep on discussing about the welfare of Scheduled Castes, Scheduled Tribes and the underprivileged in this House. But in reality, nothing is being done for them. Sir, I want to draw your attention to these projects of Orissa which are pending for long time. They are mostly located in tribal-dominant areas. The Railway Budget does not address this issue.

Sir, I want the Railway Minister to promise that he will take steps for the speedy completion of Railway projects in Orissa. Today, the CPI (M) Orissa Unit has described the Railway Budget as disappointing. It has also hinted that this Budget is incapable of removing under development and regional disparity. Regarding the introduction of new trains and expanding the coverage area of existing trains, no steps have been taken. Orissa is neglected as usual. Not a single new Railway project has been announced for Orissa. Sir, we the MPs from Orissa had asked for a grant of 1 000 crores and our Chief Minister had requested for Rs.800 crores of Central assistance. But, we have got only Rs.635 crores and Rs. 9 lakhs only. Mr. Basudev Acharia who is a Hon'ble Member of this House and is the Chairman of the Railway Standing Committee is present here. He had announced in two consecutive press conferences in Orissa about the negligence meted out by the Railways and had promised to do something. Hon'ble Deputy Speaker, Sir, the projects which had began way back in 1992-93, are still awaiting completion. Sir, when will they be completed remains a question mark. I want the Railway Minister to clearly specify a dateline regarding their completion. In last 26th Oct., 2004, the House Committee had submitted a memorandum to Hon'ble Prime Minister and Railway Minister regarding the expansion of Railway network in Orissa. The Committee had recommended the following:—

"The House Committee strongly recommends sanction of new Railway

lines, surveys, introduction of new trains, completion of sanctioned projects

for new lines, gauge conversions, electrification and doubling..."

Despite these recommendations, nothing is being done till date. The Daitary-Banspani Railway line which had started way back in 1992-93, still remains incomplete. The Ministry of Railways has no answer. The Haridaspur-Paradeep line, the Lanjigarh-Junagarh line, the Bolangir-Angul line, the Duburi-Sukinda road—all these projects are awaiting completion. Other long pending projects are the Talchar-Gopalpur line, the Jeypore- Malkangiri line, the Puri-Konark line conversion and extension of Nuapada-Gunupur BG rail link to Theruvalli, and Bargarh-Nuapada line via Padmapur doubling of railway track over river Mahanadi, etc. Absence of proper railway connectivity to the port city Paradeep is a great loss to Orissa's economy. Orissa's progress is severely hampered. Doubling of Rail

Over Bridge over Mahanadi has become essential from the economic point of view, and this should be taken into consideration on a priority basis.

Sir, I want to inform the Minister about the Berhampur-Phulbani New railway line work. Sir, I will conclude my speech within 2/3 minutes. Please allow me to speak.

MR. DEPUTY SPEAKER: No, Mr. Panda, 2-3 minutes more cannot be given to you for speaking on this issue. You can give it in writing.

SHRI BRAHMANANDA PANDA : Sir, I will take only two more minutes, and I will try to conclude my speech.

MR. DEPUTY SPEAKER: Shri Panda, you can give it in writing.

...(*Interruptions*)

MR. DEPUTY SPEAKER: Next speaker is Shri Bhanwar Singh Dangawas.

...(*Interruptions*)

SHRI BRAHMANANDA PANDA : Please give me a couple of minutes more to speak.

MR. DEPUTY SPEAKER: No, you can give it in writing, and it would be treated as laid.

...(*Interruptions*)

SHRI BRAHMANANDA PANDA : Sir, please give me two more minutes to speak, and I will conclude my speech.

MR. DEPUTY SPEAKER: Nothing more is going to be recorded.

... (*Interruptions*)*

[*Translation*]

MR. DEPUTY SPEAKER: Nothing of what you say is going on record.

... (*Interruptions*)

[*English*]

*SHRIMATI P. SATHEEDEVI (Badagara): The Railway Budget presented by the Railway Minister is having some

*Not recorded.

*The speech was laid on the Table.

[Shrimati P. Satheedevi]

positive aspects and to that extent it is appreciated. It is well appreciated that there is no increase in the passenger and freightage charges. It is also highly appreciated that the special benefits provided to the weaker sections are still continued.

Being the largest public sector undertaking the public and social character of the country should be reflected in the Budget. The perspective balanced structure should be there. But to that aspect, some salient features are lacking in the Budget. The new suggestions for privatisation in the various sectors should really lead to deterioration of the prestige of Indian Railways. It will certainly lead to loss of employment to thousands of workers in the catering and the Railway porter's services.

The long-pending demand of Kerala to form a Railway zone to Kerala is not yet materialised by the Railway Ministry. This approach towards Kerala is really unfortunate. It is not justifiable.

The Railway Minister has announced that 55 new trains will be introduced throughout the country. But the State of Kerala is not considered based on the needs of the people of Kerala.

The Kerala State contributes not less than Rs. 800 crore to the revenue of Indian Railways and about 50 lakhs of people of Kerala are living outside Kerala in several parts of the country. But while presenting the Budget, the State of Kerala is provided with only three trains that too to Chennai only. Towards the development of Railway in the State, the amount is reduced considerably. Adequate fund is not allotted to the ongoing works also.

It is the long pending demand of the people of Kerala for train travelling facility to the city of Bangalore. Over hundred of tourist buses are now operating from Malabar region to Bangalore. These buses are heavily crowded with businessmen, students and employees and devotees to various temples. It is to be noted that till now there is no train service to Bangalore from Malabar area. Hence, it is absolutely necessary to run the Yeswanthapur Kannur Express Train as a daily train and the service shall be granted to Bangalore city. This service will attract enormous passengers and parcel traffic boosting the revenue to the Railways.

Similarly, the long-pending demand of Tellicherry Mysore Railway is also ignored by the Railway Ministry.

The proposal was earlier accepted by the Ministry and several surveys were conducted, but without any follow up actions. If this new line is introduced, it will be highly beneficial to the people of Kerala and Karnataka States.

The weekly Kannur Mangalore Maveli Express should be made daily train. The frequency of Rajdhani Express should be increased to at least four days per week. Considering the increased commuters to Mumbai, a new train from Trivandrum *via* Konkan to Mumbai has to be introduced. A new passenger train from Mangalore to Calicut is to be introduced considering the increase in the number of employees and students to and fro to Calicut.

Sir, the required amount of the completion of the ongoing railway projects for the Kerala is considerably reduced. It has to be increased. The doubling work of Mangalore Kannur Rail should be completed. The construction of Railway Overbridges at Nandi and Vengalm should be finished this year. The fund allotted for the construction of other overbridges at Koyilady, Kynalty, Makkali, Thalassery are also meagre.

Sir, the people of Kerala are really disappointed by the Railway Budget. Since it has totally ignored their expectations. Hence the entire Keralites are looking forward for some favourable actions towards fulfilling their demands.

[Translation]

SHRI BHANWAR SINGH DANGAWAS (Nagaur): Mr. Deputy Speaker, Sir, the discussion are going on about the Railway Budget for the year 2006-2007*(Interruptions)*

MR. DEPUTY SPEAKER: If you want to just read it then you please lay your speech.

SHRI BHANWAR SINGH DANGAWAS: Besides reading it, I want to speak also.

MR. DEPUTY SPEAKER: OK, then you please conclude your speech in 2-3 minutes.

SHRI BHANWAR SINGH DANGAWAS: Mr. Deputy Speaker, Sir, I was utterly disappointed by the Railway Budget which was presented before the House on 24th. Not only I, but all the Members representing Rajasthan in this House are also disappointed. Out of the new trains

announced, none will look after the needs of Rajasthan. The biggest State in area-wise and the place with most number of religious and tourists sites among the provinces which is on the India-Pak Border is Rajasthan province and it was neglected in this Budget. This has adversely affected the progress of the entire province and the Indian Railways did not provide the necessary facilities to this province which they are bound to give. I will conclude in 2-3 minutes. The following schemes which had been sent by the State Government, even after repeatedly drawing the attention of the Minister towards this issues in this House, not even a single scheme has found a place in the budget.

- (i) Approved works of the new Railway line (1) Dousa-Gangapur city (2) Ajmer-Puskar (3) Ramganj Mandi-Bhopal and (4) from Kolayat to Faloudi.
- (ii) Approved works of gauge-conversion (1) Biramgaon-Jodhpur via Bhildi-Samdhadi-Looni (2) Rewari-Sadulpur work was not taken in hand in this Budget.
- (iii) Proposals for new lines (1) from Jaisalmer to Faloudi-Nagour (2) Bhiwari to be linked with Delhi-Ahmedabad (3) Gangapur city-Dhoulpur (4) Extend Dungarpur-Banswada-Rathlam up to Nimbeda (5) Jaisalmer-Sanu via Hamira (5) from Bhiwani to Churu via Loharu-Pilani-Mandrela-Alasisar-Visau (6) from Jaipur to Nathdwara via Kasva-Gangapur-Bhilwada-Baneda-Shabpura-Kekdi Malpura-Diggi-Fagi-Sangner and Tonk (7) Gauge conversion of Vilada to Var new line (8) From Jaisalmer to Varmer (9) from Anupgarh via Khajuvwalah to Ramgarh and (10) From Ajmer to Mertha Road (the work is going on Ajmer-Puskar part). Out of these projects one of the main project is Puskar to Mertha city (Ajmer to Mertha road) because up to Mertha city Mertha road is connected with the bigger line and Puskar line is connecting Ajmer. I would like to throw some light on this subject.

I would like to submit in this regard that the survey work for linking Mertha town to Ajmer by Mertha road had been done before independence and thereafter several surveys have been conducted. Last updation of surveys has been mentioned at serial no. (XV) on page number 22 of the Budget in the year 2004-05. I feel that the survey work has been completed, so there is no

mention about it in any Budget. When the Budget was being presented last year before it was passed, I had orally requested the hon'ble Minister in this regard and he had agreed and asked Shri Veluji to note it. Thereafter I had also visited Rail Bhawan along with my colleagues and he had agreed to do so, however, now it is breach of promise and there is no mention regarding it in the Budget. Such things should not happen. There is direct rail link from Bikaner to Ajmer. Presently crores of passengers who reach Ajmer from Jodhpur via Marwar junction and from Bikaner via Fukera can directly reach there. A broad gauge line is already there from Mertha road to Mertha town and the work on Pushkar line in Ajmer is under construction.

*Mr. Deputy-Speaker, Sir, at the time of presentation of two previous Railway Budgets and at the time of Demands for Grants (Railways) I had requested for linking the Pushkar-Mertha town. Not only this, before passing the Budget the hon. Minister of Railways had also orally agreed to it. I have met the hon. Minister of Railways thrice and requested him in this regard. If Mertha town-Pushkar is linked, North India and Western Rajasthan will be connected with the entire Western and South India. Crores of passengers who reach Ajmer from Jodhpur via Marwar junction and from Bikaner via Fukera can come to Ajmer from Mertha road by covering a very short distance. The Railways will also earn crores of rupees by way of transportations of goods.

So, I would like to request that a provision should be made in the current Budget for connecting Pushkar to Mertha town.

Besides, I would also like to request for the gauge conversion from Degna junction to Ratangarh, stoppage of a super fast train at Koren railway station, stoppage of train no. 7037/7038 running from Secundrabad to Bikaner and vice versa at Marwar Munrwa station, construction of second foot-over-bridge at Merta road railway station and also the construction of a foot over bridge on platform no. 2 a Nagaur railway station."

[English]

*DR. PRASANNA KUMAR PATASANI (Bhubaneswar):
Sir, the railway engine is the growth for Indian economy. It is committed for economic prosperity. Particularly, the Indian Railways are managing the greatest country linking

.... This part of the speech was laid on the Table.

*The speech was laid on the Table.

[Dr. Prasanna Kumar Patasani]

the people of all the four corners. It is only linking point from rural to urban.

I think it is delayed compared to other departmental Budget. Whatever money has been allocated in the Budget, it cannot be compared with the progress of other Departments. The other Departments do not have their own income, but the Railways are having its own resources.

Out of more than 10 million people in India, 30 crore are middle class, who depend on trains. Therefore, the train is the 'lifeline' for the middle class and not for the poor. However, you are claiming that the trains are for poor; the poor does not have money to get reservation.

However, you are claiming to BPL card. Why do you not have the courage to name it as 'Poor Men Card'? Kindly withdraw this nomenclature. You fetch votes in the name of Dalit, Scheduled Castes, Scheduled Tribes and OBCs. May you specify how many dalits, Scheduled Castes, Scheduled Tribes and OBCs are having the privilege to travel in reserved compartments of super-fast trains?

It is not a hard fact that by lowering fares of AC class, you intend to benefit the rich in the name of poor. If you really want to give relief to poor, why do you not reduce fares of poor passengers travelling in passenger trains/super-fast trains and in sleepers etc.

The rail line, proposed by the Ministry for Orissa State is Khurda-Bolangir. The entire project requires approximately Rs. 700 crore, whereas you have sanctioned Rs. 40 crore only, that too on my request. Is it not clear, that to have Rs. 700 crore outlay, approximately 20 years would be required and by then the prices shall escalate? Hence, practically you do not work for the upliftment of Orissa. Are you aware that this is the only railway line, which passes through Adivasi predominant district, that is, Nayagarh-Daspalla- Kandhamal-Phulbani-Bauda-Kalahandi- Bolangir, the extremely poor district. I need not say that the State in general and above areas are below poverty line.

I humbly request you that in case you have real sympathy with the Tribals, Scheduled Castes and

Backward Classes, please allot at least Rs. 200 crore for Khurda-Bolangiri line only, so that the developmental work is taken up promptly.

The modernisation and doubling of Puri-Bhubaneswar railway line is also the need of the hour. A fresh survey be kindly taken up from Bhubaneswar to Konark.

To promote eco-tourism, new coaches should be attached in the trains running from Kolkata to Puri, along with pantry cars.

The modernisation of capital city Bhubaneswar is most urgent work so that the status of the State is recognised by the visiting foreigners.

With this, I conclude, Sir.

*SHRI MOHAN JENA (Jajpur): Hon'ble Deputy Speaker, Sir, at the outset, I want to thank Hon'ble Railway Minister Shri Lalu Prasad Yadav and his Ministry for presenting a "Pupular Budget". He has paid some attention to Orissa for which I am grateful. I also want to draw the attention of this House that for the last five decades, Orissa has been a victim of Central negligence. Orissa lags behind for this reason. In a federal system, it is the constitutional responsibility of the Central Government to maintain a balanced growth of all the States. But the Central Government has not done its duty with regard to Orissa. Many a times Orissa has been deprived of its rightful claim. In this context one recent example is the 'National Science Institute'.

Sir, in the development of any nation, the Railways play a fundamental role. Railway lines can be compared to the life line of a nation. Railways are the symbol of progress and prosperity. In post-Independence era Orissa's progress in Railways is very dissatisfactory. People of Orissa feel that the political party which was in power at the Centre is responsible for this neglect. Is it not correct? Orissa contributes a significant amount of revenue to the Railways but the grants which it gets are not proportional. The people of Orissa do not beg for pity or compassion. They want their rightful claims and aspirations to be fulfilled. If things continue in the same manner, the people of Orissa, her youths, students and residents will not hesitate to take to the streets. In this context, I want to draw attention to following problems.

* English Translation of the speech originally laid on the Table in Oriya.

Firstly, I want to thank Mr. Yadav for introducing new trains between Bhubaneswar-Pondicherry, Bhubaneswar-Baripada and Bhubaneswar-Howrah. But, Sir, the train between BBSR and Pondicherry should ply seven days a week instead of once in a week. Similarly, the train between Bhubaneswar and Baripada should ply on a daily basis.

Secondly, the Baidyanath Express between Puri-Patna should run on a daily basis. Once in a week will not serve any purpose. Hon'ble Railway Minister is fully aware of the historic ties between the Kingdom of Magadh and Utkal. Thus, Orissa and Bihar should be well-connected. Similarly, the 'Lokmanya Tilak Express' between Bhubaneswar and Mumbai should ply daily rather than weekly.

Thirdly, Sir, I want to draw the attention of the Railway Minister for the introduction of some new trains. If Bhubaneswar and Goa can have direct railway link, then it will give a great fillip to the tourism industry. This will facilitate tourist movement between Orissa and Goa. I plead the Hon'ble Minister to introduce a new train between Bhubaneswar and Vasco-dagama. From the point of view of tourism, Bhubaneswar and Dehradun should have direct railway connectivity. A new train should be introduced. Sir, people from the coastal region need better connectivity with the State capital Bhubaneswar. Hence, frequency of train between Bhadrakh-Bhubaneswar and Khurda should be increased.

Fourthly, Hon'ble Railway Minister has sanctioned funds for some ongoing projects, but he has neglected some other important projects. I am requesting him to take these projects into consideration again. Sir, the Hon'ble Railway Minister knows very well that survey work has been completed for the introduction of new railway line between Puri and Konark. But the new Budget has not sanctioned funds for this purpose. Similarly, in the district of Bhadrakh, Bhadrakh-Dhamra line survey work has been completed. Why is then, there is no provision of any allocation in the present Budget? Sir, another railway line between Bargarh and Nuapada with a stretch of 137 kms. is very important. If this line is constructed, it will reduce the distance between Sambalpur and Raipur by 188 kms. As the survey work has been completed, funds should be immediately sanctioned for this purpose.

Fifthly, Sir, the amount required for Khurala-Bolangir railway line is Rs. 100 crore. But we have only got Rs.

23 crores. Again for the Lanjigarh-Junagarh line the amount required is Rs. 122 crore, but the amount sanctioned is a meager Rs. 19 crores. The Haridaspur-Paradeep line which will facilitate flow of minerals has not got any further sanction of funds. Again the Jeypore-Malkangiri area which is infested with Naxalism and is primarily a tribal dominant area has been neglected by the Railway Minister.

Sixthly, Sir, regarding the modernisation of Bhubaneswar Railway Station, only Rs. 85.87 thousand has been sanctioned. This is grossly inadequate. I demand for the sanction of at least Rs. 12 crores for this purpose. Just like Baroda, Bhubaneswar should also have a Railway Staff Training College. Lastly, for the Coach Repairing Workshop at Mancheswar, no fund has been allocated. I draw the attention of the Minister to make this a coach manufacturing unit. A Railway Terminal should be constructed adjoining Vani Vihar, Mancheswar, Patia to Bhubaneswar Railway Station.

Sir, my Lok Sabha Constituency Jaipur is an important place. The industrial complex Kalinga Nagar is located here. Hence, the adjacent Jaipur-Keonjhar Road Railway Station must be developed and modernised. Long distance trains like Rajdhani, etc., should halt at this station. Another important station is the Dhanmandal Station which needs to be upgraded. A railway counter should open at Jaipur town. I draw the attention of the Minister to these issues.

*SHRI G.M. SIDDESWARA (Davangere): Sir, the Railway Budget presented by the Hon'ble Minister for the year 2006-07 is most disappointing as far as Karnataka State is concerned. It is a dry Budget and it is not for the development of my State. It is an Oasis for Karnataka State. There is not even a single mention about the development of my constituency Davangere. Many important railway projects pending for a long time and the Railway Budget is mum about this project.

The Railway line between Tumkur and Davangere via Chitradurga is a very important line. At present, the Railway line between Tumkur and Davangere is a circuitous route via Birur, Kadur and Arasikere. The distance is about 70 kms. and it takes more than an hour extra time for the journey. There is heavy traffic on the roads between Tumkur and Davangere.

*English Translation of the speech originally laid on the Table in Kannada.

[Shri G.M. Siddeswari]

Considering all the above factors, a new route between Bangalore and Davangere via Chitradurga and Tumkur has been suggested. We, the Members of this august House, have submitted several representations to the Hon'ble Railway Minister. Unfortunately, nothing has been done in this matter.

Funds have been allocated during 2005-06 for the Railway Line between Chitradurga and Kottur, via Jagalur. Even then there is no mention of this Railway line in the present Budget. There is no survey report. Hence, it is requested that the construction work of this line should be taken at the earliest.

The then Railway Minister laid the foundation stone during 2004 and funds were released in 2005 for the development of Road Over Bridge 197, 207 and 208. Again this year's Budget (2006-07) does not say anything about the construction of these over bridges. I draw the attention of the Hon'ble Minister and request him to take up these pending projects.

Davangere is a very important business, educational and cultural centre in Karnataka State. Many visitors from various States and from abroad come to this place. But there is no facility of aeroplane in Davanagere. Road transport is the only facility we have in our constituency for the development of this district. Eminent persons and important political leaders have framed several developmental railway projects and the Union Government has ignored all of them. My father, a former M.P. and many other Members of Parliament have tried their best to convince the Centre to take up these important railway projects. The negative attitude of the Centre has kept all our representations in cold storage. I urge upon the Centre to change its attitude and help the people of my constituency by starting the pending railway projects in Davangere.

My humble request to the Hon'ble Minister is to provide a stoppage of Rani Chennamma Express and Kurla Express at Chikkajaguru. Similarly, the people are demanding Meeraj-Bangalore Express to stop at Holalkere. In addition to this developmental work of platforms at Ramagiri and Chikkajaguru must be taken up without any further delay.

There is abundant iron ore in and around Chitradurga and Railways can earn about Rs. 800 crores each year by transporting the iron ore. Therefore, all the pending railway projects mentioned above should be taken up

forthwith and sufficient funds should be provided for the same.

*SHRI DHANUSKODI R. ATHITHAN (Tirunelveli): At the outset, I would like to congratulate Mr. Lalu Prasad and Veluji for putting their third consecutive Budget without raising the passenger's freight. The Railway Budget clearly shows that the UPA Government is pro-people especially for poor.

I wish to express my thanks to Shri Lalu and Shri Velu for sanctioning the full amount for completion of Tirunelveli to Tiruchenoor Gauge conversion.

On behalf of the Tirunelveli, Thuthikudi District people I once again thank our Ministers and request Laluji to complete the BG conversion within six months and introduce new train having the Name 'Senthil Express' starting from Chennai to Tiruchendur. Nearly fifteen lakh people from the Southern districts are living in Chennai. So I request Mr. Laluji to introduce a direct train between Chennai and Tiruchendur and facilitate our people belonging to Southern district who live in Chennai. Now I come to a very important subject which is very essential for Tamil Nadu and its economic development. Chennai Kanyakumari via Vilupuram-Tirchi-Madurai-Tirunelveli is the chord section in the State. First National Highway has been created in this section which vertically connects Chennai Kanyakumari with a distance of 680 kms.

The chord section was continuously neglected by the Railway and after a long agitation the BG conversion was made in 1992.

Since this Chennai Kanyakumari is a vertical and main chord route connecting South and Northern part of the State, this section is very congestive due to the single line operation.

I appeal the Railway Minister to sanction at least Rs. 500 crore for the preliminary work to start the doubling of BG Line between Chengleput and Kanyakumari via Tirunelveli and connect Maniyatehi to Thunkukudi. Now we cannot introduce new trains in this Section due to heavy traffic. Most of the times the South bound trains are late to arrive the destinations due to the single line.

So, I urge upon the Minister to allot at least Rs. 500 crore for the doubling of the segments viz. Chennai-

*The speech was laid on the Table.

Tirunelveli-Kanyakumari and Maniyachi-Thuthukudi to enable the easy trafficking between South and North Port of Tamil Nadu.

Another important matter in Railway is the electrification between Vilupuram and Thuthukudi Tirunelveli and Kanyakumari to enhance the speed of the trains plying between these segments.

These two issues are long pending and major issues for Tamil Nadu and in the interest of overall developments of Tamil Nadu State, I urge upon the Railway Minister to take special interest to implement the two major schemes for Tamilians as a whole.

Since the Chennai-Thuthukudi-Kanyakumari Railway traffic is increasing day by day, I request the Minister to introduce Jana Shatabadi Express with 150 kms. speed between Chennai and Kanyakumari and Chennai to Thuthukudi, for which a trial run was also conducted which covered the distance between Chennai and Kanyakumari within 8 hours.

Tirunelveli and Chennai are the important destinations for the travellers in Tamil Nadu and it is a great necessity to have a Day Train Service with AC and non-AC Chair Car facilities. I would request the hon. Minister to kindly look into this important need of the people and introduce the Train immediately.

There is need to have First AC facilities in the trains running from Chennai to Tirunelveli; I request the hon. Minister to add 1 AC coach in Nellai Express to facilitate passengers going to Chennai from Tirunelveli and vice versa.

The Pothigai Express from Chennai to Tenkasi is running twice a week; it is a popular train running with full seating capacity regularly. There is an urgent need to run the train on all days. I request the hon. Minister to pass necessary orders in this regard.

Nellai Junction is the Headquarters for the Tirunelveli, Tenkasi, Thiruchendur Parliamentary constituencies. So, it is necessary to have a VIP Lounge in this junction.

There is a need for additional two BG platforms at Tirunelveli Junction, as the traffic has increased four fold (since the construction of present structure). This will reduce the congestion and same way for smooth traffic.

Sir, Kanyakumari is a National Tourist Centre in Tamil Nadu and also the southern-most tip of India where three seas are coming together.

So, I suggest you to introduce many new trains to connect all State capitals of our country which gives a message to our people of the Nations unity.

Since Kanyakumari is national Tourist Centre and attracts thousands of tourists everyday, I request the Railway Minister to declare Kanyakumari as the Railways national Terminal in the South and create all facilities to upgrade Kanyakumari as a National Terminal.

So, I request the hon. Minister that your kindself may be pleased to pass necessary orders to fulfil the said needs. Sir, the people of Tamil Nadu are eagerly expecting your kind announcements in this regard at the earliest possible time.

*SHRI GURJEET SINGH RANA (Jalandhar): Deputy Speaker, Sir, thank you for the opportunity given to me to speak on the Rail Budget, 2005-2006. Shri Lalu has presented a common man's Budget. It is a pro-people Budget. Fares have not been increased. He has the welfare of entire India in his heart. He has taken care of all sections of the society. He has taken care of the interest of trade and industry too. The proposal 'Freight Corridor' is a wonderful step. But, it starts from Bengal and ends at Ludhiana. I would appeal to the Hon'ble Railway Minister to extend it to Wagah Border. The Central Government and the Punjab Government, both want to do away with trade restrictions with Pakistan. Our Chief Minister Shri Amarinder Singh has also played a vital role in facilitating trade with Pakistan. So, I would appeal to Shri Lalu to extend the 'Freight Corridor' to Wagah Border. This would help not only Punjab but the entire country.

Sir, the Chandigarh-Ludhiana rail link should be completed at the earliest. The rail link till Morinda has been completed. It should be extended to Ludhiana. Sir, our beloved leader late Shri Rajiv Gandhi had established the Rail Coach Factory at Kapurthala at the time of militancy in Punjab. An assurance was given that local people would be granted employment there. Employment was indeed given to locals. But, Sir, today, the people of Punjab are concerned. The Rail Coach Factory is located in my constituency. We have come to know that the Rail

*English Translation of the speech originally delivered in Punjabi.

[Shri Gurjeet Singh Rana]

Coach Factory at Kapurthala may be privatised. Sir, we oppose it tooth and nail. If privatisation is to be done, it should be started from Bengal and Bihar. Although, I belong to the ruling party, I am an elected representative of this area. I will oppose the move to privatize RCF, Kapurthala.

In the end, I would like to say that this is a wonderful Budget. And I thank Shri Lalu for such a good Budget.

[Translation]

SHRI TUFANI SAROJ (Saidpur): Mr. Deputy Speaker, Sir, I would like to extend my thanks to you for giving me an opportunity to speak on the Railway Budget. Through you, I would like to draw the attention of the hon. Minister of Railways to the problems of 30-35 lakh North Indians living in Mumbai. More than 80 per cent North Indian people living in Mumbai are mainly from eastern Uttar Pradesh and Western districts of Bihar. During the summer season they face difficulties in coming from Mumbai to Varanasi. The trains running at present take 30 to 35 hours in reaching Varanasi. Varanasi is also known as Kashi Nagri of Baba Bhole Nath. It is the demand of nearly 30 lakh people living in Mumbai to introduce a Rajdhani Express type train from Mumbai to Varanasi that may cover this distance in 15-16 hours.

The project for gauge conversion from Auraiya to Jaunpur was announced in the Railway Budget, 2003-2004. A fund of Rs. 83.54 crore was allocated for the said work. Rs. 2 crore was proposed to be spent in the year 2004-05. However, the year 2004 and 2005 have elapsed and the earth work and construction of bridges for which the fund was allocated have not been properly done and the pace of work is also very slow. In the Railway Budget 2006-07, the hon. Minister of Railways has increased the fund from Rs. 83 crore to Rs. 88 crores. I would like to submit that if attention is not paid towards the way the amount is being increased and the progress of work is so slow the amount fixed for the completion of the gauge conversion project will reach upto Rs. 100 crores.

Mr. Deputy Speaker, Sir, there is a 40 year old unmanned railway crossing near Akleshwar Mahadeo on Varanasi-Lucknow line of North Railway where hundreds of people have lost their live while crossing it. So, in public interest, it should be converted into a manned crossing. When hon. Kalpnathji was an MP from Ghosi, AC first class compartment was attached in Lichivi Express, however, after his demise it has been withdrawn.

The people of this area have demanded restoration of the said AC coach and correspondence has also been done in this regard, however, no attention has been paid to it. Through you, I would like to request the hon. Minister that he should reintroduce AC first class compartment in it. Dullapur is a major trading centre along the route of Lichivi express coming from Varanasi and a stoppage is being demanded there. I would like to demand from the hon. Minister that a stoppage of Lichivi express should be provided at Bindapur railway station. Odiyar is a big junction and trains run from Odiyar to Chhapra, Balia and Banaras, however, there is no computerized reservation facility there. Keeping in view the sentiment of the people a computerized reservation centre should be set up at Odiyar. There is also a demand for running a shuttle train between Varanasi to Chhapra via Balia. People face difficulties in travelling in the absence of roadways. At the time of marriages buses are booked and it is on account of the absence of roadways facilities that people have to resort to trains. Through you, I would like to request the hon'ble Minister of Railways to introduce a shuttle train from Varanasi to Chhapra via Balia.

SHRIMATI SUMITRA MAHAJAN (Indore): Mr. Deputy Speaker, Sir, I became a Member of Lok Sabha in the year 1989 and since then I have always maintained while speaking during discussion on railway budget, that if we have to develop the Railways then we cannot just think of increasing the fares all the time, rather we will have to pay attention towards goods trains and make improvements in the coaches, we will have to increase their speed and transportation. All these issues have been taken care of in this budget after so many years for which I express my gratitude that this budget has improved to quite an extent.

Hon. Minister of Railways read a lot of couplets and in the process compared himself to river, which can change its course. I could not understand whether he meant to compare himself to a dariya i.e., river or 'daryadil' i.e. a generous person however it appears that the entire Madhya Pradesh seems to have submerged as far meeting its demand is concerned and not even a single demand of the State has been fulfilled. Madhya Pradesh means Central part of India. One will have to cross it if one wishes to travel across. The Minister however, has not paid any attention to this State. If I talk about any parliamentary constituency then the train, which plies from Nagpur via Indore was scheduled to be extended further upto Hyderabad and Bangalore but

somewhere it got lost in the generous bosom of the hon. Minister, nobody knows. The Dewas-Maksi-Indore-Godra railway line, hon. Rathwa ji also knows that this is an important area.

19.00 hrs.

This area is very important for which sanction was given in the year 1992. Funds are given partially every year. The cost of this scheme has risen from Rs. 300 crore to Rs. 900 crore. I have always been raising this point. Schemes are formulated but funds are not provided so the cost of the projects keeps on escalating. The Dewas-Maksi route was completed with great difficulty. We have been reiterating our demand for this route that if such a train to Gwalior, Shivpuri, Maksi, Dewas, Indore via Nizamuddin would be plied it will be a short cut for Delhi, however no attention is being paid towards this. Now this has to be completed. Indore-Pitampur and entire Jhabua area is a tribal area. I fail to understand that our hon. Minister belongs to Jhabua yet he is not paying any attention to it. He sanctioned only Rs. 10 crore for this entire railway line. The land is yet to be acquired. Pitampur is an industrial area, how it will be developed, I do not understand. We are talking of comprehensive safety measures and new technology but we can not do with signalling and circuiting alone. He has dedicated only 12 lines for the railway safety in this entire budget speech. When we talk of we safety measures for railways, we should also take into account the training of the staff including the engine drivers and it is very essential to impart them training. There are neither training institutes nor training has found any mention in this budget. So attention should be paid to this aspect. I will only supplement the novel ideas discussed by the Hon. Minister in the budget speech. He has very well put forth the issue of sports that age relaxation should be given to women belonging to the scheduled castes and scheduled tribes category. Age relaxation should be given to women professionals in sports on the same lines. Rest are some of the minor issues. My constituency is not being electrified though it falls in a very small stretch of area which is yet to be electrified but due to non-electrification we lose approximately an hour and a half in putting diesel engines to trains plying to Mumbai, Pune, Delhi and even between Indore to Ujjain, engine is changed after Ujjain and several times we have to change the engine for changing the direction during the course of which we lose so much time. It is such a small but important track. Indore is an industrial city. No funds have been given despite our repeated demands for Indore-Ujjain

electrification. I would like the Hon. Minister to pay attention to these small albeit important issues.

I would like to make another suggestion while concluding that if we have to develop the railways we will have to formulate certain schemes looking to the future. And with this aspect in mind we will have to acquire some land for the furtherance of our plans. Indore station would be extended and alongwith that several extension schemes would be implemented. The land of NTC mill is adjoining the Station. If any other complex would be constructed there any other scheme would be implemented then the railways will not have any land for extension. It is a matter of Rs. 15-16 crore, we can acquire that land, it is Government land but no attention is being paid towards it. It is my humble submission that quoting great words of poetry or couplets are not going to meet the purpose. He has done some good work but if he will pay attention to these small issues he can achieve the desired results but ignoring one State will not help in the expansion of Railways, so he should pay some attention towards it.

PROF. CHANDER KUMAR (Kangra): Hon. Mr. Deputy Speaker, Sir, I express my gratitude to you for providing me an opportunity to speak.

The railway budget brought by the Hon. Lalu ji in the House is really commendable. The step taken for common people, farmers and disabled people including the one providing 50 to 75 percent concession in railway for the later are commendable. The Railways is a symbol of emotional and national integration. It connects the four corners north to south and east to west of India. Laluji has taken commendable steps to improve the railways. I come from Himachal Pradesh which is a very peace loving State. Jammu and Kashmir is a neighbouring State. A lot of expenditure has been incurred on the railways there. I am not making any criticism but the interests of the Himachal Pradesh State have been completely ignored.

During the previous year's discussion on rail budget I had made the request to convert the narrow gauge from Pathankot to Jogindernagar into broad gauge. An assurance was given in the last year's budget that provision would be made to convert it from narrow gauge to broad gauge. When I read the survey report of this line it was mentioned that the cost benefit ratio of Pathankot-Jogindernagar railway line was negative. When the Britishers constructed the Pathankot-Jogindernagar and Simla railway line they had not analysed the cost benefit

[Prof. Chander Kumar]

ratio. The Hon. Prime Minister Dr. Manmohan Singh and the Hon. Shrimati Sonia Gandhi the Chairperson of the United Progressive Alliance maintained that the rural infrastructure should be increased. Today, they are not giving any facility. Kangra is a very beautiful valley. There is great tourism potential; the high power generation projects are coming in Beas alongwith lots of cement industries. If cost benefit ratio alone is treated as the criterion for laying the said line then, it would be great injustice with the people.

I have been elected from Kangra, Chamba Parliamentary Constituency. There is Jwalamukhi railway station in the Pathankot-Jogindernagar railway line. Thousands of people from Bihar come to Jwalaji for 'Darshan'. The tourism and industry would get great impetus if that line is broadgauged.

Besides we have another Nangal-Talwada railway line. The work started there in 1974. Today 32 years have passed. Rs. 210 crore were to be spent on 50 kilometre track. Whereas only Rs. 81 crore have been spent thereon. No work has been performed. The work has been stopped in Talwada. Last time Rs. 18 crore were provided in the last year's budget. This time Rs. 12 crores have been provided in this year's budget. Today, evaluation of all the pending projects of the country is being done. It is being said that that all the pending projects should be completed within a time limit.

If in 32 years 50 kms. railway line has not been laid then you can imagine that it is not going to be laid in the next 30 years also. Before Independence Pathankot-Jogindernagar railway line of 164 km. was laid in 10 years. Today, technology and everything has changed. If 60 years are taken for construction of this track then you can imagine the number of years which will be required for doubling it. This is the outcome of the Railway Budget. I have collected all these details from there.

Last time when Prime Minister Dr. Manmohan Singh visited Himachal Pradesh, he inaugurated the Naphtha-Jakhri 1600 megawatt power project. He said that the Government of Himachal Pradesh should send some projects and we will make provision of funds for such projects. The Government of Himachal Pradesh sent railway projects of Bhanupalli, Bilaspur, Rampur and we also sent project of Parwanoo. Similarly, a project of Chandigarh-Badi was also sent. You will be astonished to know that all these areas are such where people are

willing to become part of joint venture. Bilaspur-Bhanupalli railway line has Ambuja factory, ACC factory, the Government of Himachal Pradesh is ready for joint venture like Konkan railway, where there is private and public sector partnership. Hence, I request you that atleast work of Bhanupalli-Bilaspur railway line may be started at the earliest, with the joint venture of private and public sector. I had requested the Hon. Railway Minister earlier also that the Pathankot-Jogindernagar narrow gauge railway line should be converted into broad gauge. The Hon. Minister Sh. Lalaji is sitting here in Jwalamukhi maximum number of people comes from your area.

Mr Deputy Speaker, Sir, I am highly thankful to you for listening me. I would again request that priorities of railways should not be neglected by the Government and more co-operation should be given for the development of these areas by making provision of more and more funds.

With these words, I conclude and support this budget.

*SHRI MAHESH KANODIA (Patan) : Sir, I oppose the budget presented by the Railway Minister I will put my point in brief. When I perused this budget, then I felt that the Hon. Railway Minister has ignored the projects sanctioned already. For example, in regard to the pending Viramgam-Miladi project in my constituency, no provision has been made in the budget for its completion. The day since I have become a member of the fourteenth Lok Sabha. I have been writing letters continuously requesting them for completion of the above project, and have met them personally several times. I had raised this matter under Rule 377 and demanded that this project should be completed. Perhaps, the Hon. Minister must have remembered that once I sang a song in the House requesting him to complete the said project. Then the Hon. Minister assured me in the presence of all the Members in the House that the said project will be completed soon. But I was very much disappointed when I heard and went through the budget. Hence, once again I am demanding by singing that the remaining part of the said project from Mehsana to Patan and Patan to Miladi should be started at the earliest and would like to ask the Hon. Minister about his assurance.

As I have said earlier, I would not take much time of the House, so I conclude. I am thankful to you for giving me an opportunity to participate in this discussion.

*The Speech was laid on the Table.

*SHRI DUSHYANT SINGH (Jhalawar) : Sir, I am taking part in budget discussions on Railway Budget 2006-2007. It has been stated in the Railway Budget that Railways capital has reached around Rs. 1100 crores, which is a good thing. But, now I would like to tell that this economic progress in India is due to the efforts made by our former Prime Minister. However, the Railway Minister is stating here that it has all been because of his efforts. Today, I would like to say that all the credit should be given to our former Hon. Prime Minister Shri Atal Bihari Vajpayee for boosting India's present economic progress. I would also like to congratulate our railway employees because it is due to their efforts that Railway has made this progress.

Sir, the people of my constituency have paved way for me to reach this highest institution. Now it is my duty to serve them till next elections. It is through railway that people get connected, families get connected and hearts get connected, I have come here as a young parliamentarian to request for the welfare of my constituency.

Sir, Ramganjmandi Bhopal railway line connects heart and families in Hadoti area of central India. The estimated cost of construction of this railway line is Rs. 700 crores. But so far during 2004-05 approximately Rs. 27 crore were given and in 2005-2006 only Rs. 17 crores were given and during the year 2006-2007 there is a provision of Rs. 25 crore. Mr. Speaker, Sir, Ramganjmandi Bhopal railway line is an alternate rail route for the people coming from Mumbai. Sometimes railway connectivity gets disrupted due to natural calamities, in that case it can work as an alternate route.

Sir, India has an important place in the world in IT sector. It is also used in railways. I would like to know from the Hon. Railway Minister that when India has got such an important place in IT sector, then how many railway stations have been computerised by your railway department. On one side you want to win hearts of the common man and to the heights but on the other side you are unable to solve the problems of the people.

Sir, my Parliamentary constituency has three railway stations, these stations do not have computer reservation facilities. I would like to request hon'ble Railway Minister that computer reservation facility should be provided to passengers at Bhawanimandi, Chomouhala and Salpura, so that problem of general public can be sorted out.

*The speech was laid on the Table.

Sir, I have been elected from Jhalawar constituency, I would like to know from Railway Minister that what all has been done by his department regarding railway modernization in my constituency and whether due consideration has been given to safety of passengers, because in today's modern world due consideration is being given to it. My area is an important area because all trains connects Delhi with Mumbai. Your department should take special case of this important sector.

Sir, hon'ble Railway Minister has told that they have increased the speed of trains. I would like to know from him that which all new super fast trains have been started from Delhi to Kota, Bhawani mandi, Chomouhla. I have not found any such super fast train which connects this area, in your speech.

Sir, Railway Ministry has told that everyday 2500 passengers travel in MEMO trains^ I would like to know from hon'ble Minister that how many MEMO trains have been started by you from Kota to Nagda. According to me you have neglected this area. Our local parliamentarians have requested you a number of times that a MEMO train should be started from Kota to Nagda. But till now you have not given thought on it. Do you think about general public. I do not think so. You only take care about Patna.

Sir, through you I would like to know from the hon'ble Railway Minister that due consideration will be given to A and B stations for modernizing passenger facilities. Will any passenger facility like modernization of railway station, passenger waiting room be provided at Hadoti's any station like Ramganjmandi, Bhawanimandi Chomouhala, Salpura? You have big architects but will they all work in Patna division only?

Sir, half of India's population lives in villages and here the hon'ble Railway Minister has told that Railway Ministry will sell 10 thousand tickets everyday through internet. Will India's rural village farmer be benefited from this facility? Is this facility meant only for rich people? On the one hand the hon'ble Prime Minister speaks about common man but will these facilities be available for common man.

Sir, hon'ble Railway Minister has told that rural ticket booking service will be provided at small road side stations. Rural unemployed people will get work on these

[Shri Dushyant Singh]

ticket booths. Will this facility be provided to Hadoti area also?

Sir, hon'ble Railway Minister has told that year 2006 has been declared as 'Smile and Passenger Service Year'. But I am to say that rail journey can only be smiling when every train gets facility of Railway Protection Force. Train is a moving hotel room where guests safety is a necessary and important subject. But I am seeing that very less railway security is being provided. In big cities our mother-sisters are not provided with facilities then how the year 2006 can become a smile year.

Sir, I have come to know from the speech that a new cardiology and nephrology hospital is being opened at Patna, this is a good thing. Apart from it new divisional hospitals are being opened at Agra, Raipur and Nanded. Mr. Speaker, Sir, through you I would like to know from the hon'ble Railway Minister that will this facility be provided to Hadoti area or Rajasthan. Because till date this facility is not available there. Why such discrimination. Mr. Speaker, Sir, through you, I would like to say to the hon'ble Railway Minister that Rajasthan is India's biggest State it connects capital Delhi with Mumbai. Hence this State should also have facility of hospital.

Sir, ever since UPA Government has come to power they have always said about providing employment to Scheduled Castes and Scheduled Tribes and Other Backward Classes but till now only 6000 people have been provided job. In India only 6000 such people have been provided jobs. They always do vote politics, ever since India got independence Congress has ruled approximately for 50 years and they have yet not provided any facility of job for people of Scheduled Castes and Scheduled Tribes and Other Backward Classes. Mr. Speaker, Sir, recently a case was highlighted of railway board where question paper was leaked before examination. Mr. Speaker Sir, through you I would like to know from the hon'ble Minister that ever since he has assumed power, to how many people he has provided job in Rajasthan's Hadoti area.

Sir, sports is encouraged in railway. I would like to know through you from Railway Minister that what encouragement has been given by them to sportspersons of Rajasthan. Sir, Railway Minister has told that Indian Railways goods carriage and passenger service is largest in the world and this goods carriage will be further modernized. Similarly tourism can be encouraged through private partnership like Palace on Wheels. Other similar

trains can be started. Mr. Speaker, Sir, through you I would like to thank Railway Minister that he has given 50 percent concession for physically challenged persons and this will benefit a good number of people.

Sir, no new train has been provided to Rajasthan and whichever trains are given—Jaipur Amritsar express twice in a week, Mathura-Ahwar Express daily are only because your coalition party Members are there. Ajmer to Udaipur City Express will be introduced—after gauge conversion.

Sir, few trains have been extended like:

Jaipur-Kota has been extended upto Shyamgarh it should have stops at Chomouhala and Bhawanimandi.

Jaipur-Agra Fort Express has been extended upto Gwalior, it should be given a stop at Dholpur.

Jaipur-Chennai Express which has been extended upto Coimbatore, it should have stoppage at Bhawanimandi and Chomouhala after Kota.

Jabalpur-Kota Express which has been extended upto Jaipur should be given a stoppage at Salpura.

Sir, I would like to say that in 2006-07 only one gauge conversion has been given to Rajasthan and this year new line's survey is given to western Rajasthan. In the end I would like to say that Hadoti area's demand should be fulfilled like:

Computerised reservation facility of Bhawanimandi railway station.

Number of general class coaches should be increased between Kota and Nagda.

Facility of two additional berth reservation facility in Awadh-Dehradoon Express at Chomouhala railway station.

Shed construction for passengers at Salpura station.

Stoppage of Golden Temple Express at Chomouhala railway station.

Jaipur-Kota (194) and Kota-Jaipur (194) to be extended upto Nagda.

A MEMU train should be run on Kota-Nagda division.

Train No. 2903-2904, Swarn Mandir Mail (Amritsar-Bandra-Amritsar) should be given a stoppage at Chaumouhla.

Train No. 2967-2968, Jaipur-Chennai-Jaipur, train no. 2973-2974, Jaipur-Mysore-Jaipur and train No. 8473-8474, Jaipur-Indore-Jaipur should also be given a stoppage at Chaumahla.

Sir, I would like to thank you for providing me an opportunity to participate in such an important discussion.

SHRIMATI RANJEET RANJAN (Saharsa) : Sir, I would like to express my gratitude to you for providing me an opportunity to speak. The Railway Budget presented by the Hon. Minister of Railways, Shri Lalu Yadavji, on behalf of the U.P.A. Government is too innocuous and populist budget to leave any scope for the critics to do their job. I am very glad and appreciate the provisions of the budget because I have seen that every time the budget is presented, the common man remains apprehensive of the increase in fares. There is a mixed feeling of surprise and happiness because while the fares have not been increased, the dream of the lower middle class and the poor to travel in an AC coach once in their lifetime has also been given shape.

I would like to thank the Hon. Minister because by not increasing the fare, rather reducing it by 25 per cent, he has instilled a new ray of hope of travelling by the AC coach into the common man. I appreciate his efforts.

MR. DEPUTY SPEAKER: Please keep your requirements.

SHRIMATI RANJEET RANJAN: I appreciate his move of granting 50 per cent concession to milkmen and farmers even in the sleeper class. I do not think any other Minister has ever been so down to earth in regard to the welfare of the railway employees. He deserves kudos for the way he has increased the welfare contribution from Rs. 26 to Rs. 226 and made special provisions for community centres and marriage halls besides providing uniform and shoes to lakhs of poor track men and gun men who take care of the running tracks. I convey my felicitations on behalf of my constituency, Seemanchal, Kosi in my constituency are very backward areas. I am glad that the Hon. Minister of Railways is the first person who has given a thought to Kosi and Seemanchal and has provided three trains besides gauge conversion. I would express my gratitude on behalf of Seemanchal.

The railways has won laurels in sports as well. In this regard I would submit that I have interest in sports

because I have been a sportsperson myself. I used to play lawn tennis at national level. However, there is a sports quota in every organisation and no matter the person is a senior player or a national or international level player, be he in railways or Indian Airlines, he serves in the capacity of a C or D grade employee. A sportsperson, male or female plays sports upto 30-35 years of age. Therefore, he has to settle down in that very pay and service. Heavy price money is involved in very few sports like cricket and lawn tennis. These are very lucrative sports. The players of these sports are least bothered whether they get rupees six thousand or ten thousand. Ironically, the players of national rank sports like Kabbadi, Race, Basket Ball and Volley ball have, ultimately, to reconcile with their fate. Everyone is aware about the future of even a gold medalist in these sports. So, I would like to submit that we have a lot of expectations from the Hon. Minister, the sportspersons of the railways should be awarded at least a Senior Grade and attention should be paid on hiking their salaries. The sportspersons should definitely be given reservation in the railways. He has presented a very good Railway Budget. However, attention should be paid to three aspects, safety, speed and sanitation. I had raised a supplementary on this issue during the Question Hour. Our focus can be on small stations and platforms or big stations and platforms like Patna, Khagarda etc. where the menace of drug addicts and pickpockets, who are present in large numbers on railway stations is always haunting the people. Platforms are their shelters. I would request the Hon. Minister of Railways to make concrete arrangements so that they cannot take shelter on platforms. Complaints of eve-teasing, loot, theft and dacoity on platforms are on the rise only because of these anti-social elements. These measures will hold a tight rein on these incidents.

Mr. Deputy Speaker, Sir, we should make concrete arrangements for augmenting the speed of our trains at par with international standards and should also think of fencing the tracks for their safety.

I would like to put forth certain demands of my Parliamentary Constituency before the Hon. Minister. He has given us a lot of trains sanctioned us huge funds for gauge conversion. We have the big bridge over Kosi whose cost is Rs. 288.5 crore. But he has sanctioned only Rs. 30 crore for it. I would like it to be increased to atleast Rs.100 crore. Similarly, he has sanctioned Rs. 20 crore for gauge conversion from Saharsa to Purnia via

[Shrimati Ranjeet Ranjan]

Doram Madhepura. At least Rs. 60 crore should be sanctioned for this project since Rs. 114 crore are required for this. Similarly, only Rs. 10 crore have been sanctioned for the gauge conversion of Sakari, Lokaha, Nirmali Bazaar and from Saharsa to Forbisganj. Whereas the cost of this project is Rs. 335.30 crore. I would like this fund to be increased to atleast Rs. 50 crore.

The amount of rupees 10 lacs which you have allocated for concrete sleeper plant at Doram, in Madhepura is insufficient. This project's cost is Rs. 4.88 crores. Therefore, at least Rs. 1 crore may be provided for it. In the same way there is a Rs. 5 crore project for B.G. Coach maintenance facility at Saharsa. You have allocated only Rs. 5 lacs for that, which is also not sufficient. Besides, I would like that railway line be laid down from Bihariganj to Koperia in East Central Railway, survey work would have been taken in this budget itself. I request you to consider about it. Survey work for the railway line from Kursela to Bihariganj via Rupauli has been completed. I wish work should be started on it by allocating amount for the same.

Mr. Deputy Speaker, Sir, I would like to say about some more things. Hon. Minister has said earlier that railway has some land on the narrow gauge railway line from Koperiaghat to Badlaghat is very important. No one can go to that place through road. I hope that this road can be constructed only by railways. I submit that whether it is Pradhan Mantri Sarak Yojna or any other Yojna, if railway take interest in it only then this road will be constructed. With these words with your permission I am laying my same demands on the Table. Hon. Minister of Railways, you have presented a budget that is based on the ground realities and for which I expressing sincere thanks.

*New rail line should be laid from Pratapganj to Bhimnagar. Gauge conversion work from Banmankhi to Behariganj should be taken up in the current budget.

On N.H. 106 which goes from Bihpur to Birpur, at Raghapur railway crossing, over bridge should be constructed instead of level crossing.

Computerized reservation centre should be opened at Bihariganj and Muraliganj.

Railway halt should be provided at Belhi village in Raghapur Pratapganj rail section.

One pair of train should be started between Saharsa-Forbesganj.

Number of trains should be increased on the Saharsa-Katihar narrow gauge.

A direct train maybe provided from Bihariganj to Katihar during day time (narrow gauge).

Jan Seva Express which runs between Saharsa to Amritsar should be given stoppage at Simari Bakhtiyarpur.

Rake point should be constructed at Simari Bakhtiyarpur, as Simari Bakhtiyarpur is a commercial place.

Purnea court station should be declared model station and sufficient amount should be allocated for the same.

Bihariganj railway station should also be made a model station with model passenger facilities.

Proposed new train Garib Rath between Saharsa and Amritsar should go via Delhi and it must be given stoppage at Simari Bakhtiyarpur and Khagaria.

Saharsa-Patna Kosi Express should be given stoppage at Simari, Bakhtiyarpur and it should be run in the night.

New Azadpur-Saharsa, Purbea Express must be given stoppage at Simari Bakhtiyarpur."

[English]

MR. DEPUTY SPEAKER: Shri Abdul Rashid, I humbly request you to speak only for five minutes.

SHRI ABDUL RASHID SHAHEEN (Baramulla): I rise to make my submission, about the Railway Budget and the Demand for enhanced Grants submitted by the Railway Minister, very precisely. I am conscious of the time constraint because generally the axe falls on smaller Parties only.

First of all, I would like to take this opportunity to convey, through you, to my big brothers in the House that it would have been a healthy democracy if they could consider listening to smaller Parties first. That could always be healthy and supportive. So I will immediately make a mention about a few points of our concern about my State and some of the neighbouring States like Punjab and Himachal Pradesh.

*.....*This part of the speech was laid on the Table.

*.....*This part of the speech was laid on the Table.

First of all, I would shorten my responsibility by supporting some of the sensible suggestions given by my colleague from Jammu and some of the very important suggestions and expositions made by my colleague from Akali Dal who is a Punjabi speaking lady Member. She has made a very clear statement of the problems which Punjab is facing now. We expected that the Railway Minister could have shown some vision in promoting the partnership in the development of tourism and certain industries by making investment flow possible in our areas, if not in Kashmir due to security constraint. He could have done so, at least in Jammu area and Punjab which is a very important hub of activity. The industry is flowing out of that area because of the constraint of railway facility of course, some other constraints also. But unfortunately that did not happen.

I am not unhappy with the Railway Minister because he had the constraint of keeping himself tight so that he could not enhance the railway fares. So, he has succeeded in that. He can take credit, at least, for the reason that he has arrested the enhancement in the Railway fare and made some decline in the AC fares.

There are some loopholes which have been mentioned in the Budget. There is convenient neglect of certain important areas, especially the areas of Punjab, Himachal Pradesh, Jammu and Kashmir which is unfortunate. I was expecting that during his tenure, at least, some of the important areas could have been addressed to. For instance, my colleague from that side has just now spoken about the big and the prestigious railway project now taking off in J&K. It is, of course, a historic project. Incidentally, the head of the previous alliance—which was prior to the earlier alliance—was kind enough to visit Kashmir and he was magnanimous to announce that project. Then the head of the next alliance was kind enough to announce that Rs. 8000 crore will be given from the coffers of the Government and that money is flowing to that project. Now that project is running very well. My thanks are due to the public sector concerns of the Ministry of Railways, namely, IRCON and others which are working on that project. But I have a concern in this Budget. It has been mentioned that that project is also trailing behind schedule by two years. That should not have happened. But even then we give them the margin because it was a very difficult project and they have started the work in very hard circumstances. They deserve congratulations for taking it up which is beyond our expectation.

I will talk about the double line which could be the lifeline of my area including Punjab and Himachal Pradesh. But that also is trailing behind by one year. I do not know what will be the fate of that project. It is about Jalandhar to Jammu double line. There may be paucity of funds. I do not know what are the problems there. But it is delayed and it is going very slow. It should have been given the first priority in this Budget so that that area could be connected for the development of tourism and for other economic prosperity.

I will hurriedly mention about the trains which are now plying from Delhi to Jammu. Only those trains which are plying right from the inception of Jammu Railway Station, they are there. We have only one convenient train which is known as Pooja Express or Jammu Tawi Express. That is coming to Delhi at a very inconvenient time. But we could not change it so far. Railway Minister has been kind enough to give Rajdhani for one day during a week. You can understand the plight of the people who are coming from Srinagar. They will have to make a project of three to four days to get a ticket from there. So far they did not get the benefit of this Railway system too much.

My thanks are due to the Minister for one announcement which he made that he is going to outsource the ticketing arrangement on-line to the qualified persons. I hope that the unemployment problem in my State can be addressed to a greater extent in case they choose to make it available in Jammu and Kashmir province.

Sir, we have a certain other very important concerns, but for the constraint of time I would not like to mention them here. I would take some time from the hon. Railway Minister and we shall discuss those concerns with him.

I thank you once again for giving me time.

MR. DEPUTY SPEAKER: Your demands are genuine and I am sure, the hon. Railway Minister will certainly listen to you.

[Translation]

*DR. KARAN SINGH YADAV (Alwar): Sir, railway employees are the same, railway lines are the same, though Indian Railways has been running fast to become

*The speech was laid on the Table.

[Dr. Karan Singh Yadav]

the number one railway in the world. I would like to congratulate that hon. Shri Lalu Prasad Yadav who is a public leader and has close watch on the nerves of people has been appreciated by one and all be it a simple farmer or the Prime Minister of the country.

After the broadcasting of railway budget from North to South, from East to West, in cities, village, market, 'Patti' Chaupal' people are saying only "Lalu Da Jawab nahin." Under the leadership and management of Shri Lalu ji the dividend which was Rs. 11,000 crores last year, is likely to reach the historical mark of Rs. 13,000 crores and it is a happy moment for all the countrymen that all this has been achieved, without increasing the fare and freight.

Common people have welcomed the rational concession given to second and first A.C. passengers and the new experiment for providing facility of air conditioned travel to passengers belonging to middle class at an affordable fare for the first time by introducing Garib Rath. Trustworthiness of railways has increased due to technical upgradation, modernization and to pay special attention on increasing carriage capacity by specially made upgraded wagons, appropriate application of I.T., public private partnership, new container policy and New Wagon investment policy.

By increasing speed of passenger trains, increasing the number of coaches and thus increasing the passenger carrying capacity upgrading the passenger from lower class to upper class without charging any extra money, and attaching the modern passenger coaches, the Railways are adding to the comfort of the consumers.

From the beginning Minister of Railways have given special consideration to poor, farmers and milk producers. By providing 50 percent rebate to these classes in the sleeper classes he has given incentive to these classes for agricultural training for employment upgradation.

You have promoted rural employment by introducing Khadi, Kulhad and opening Mathha-Lassi shops at the Railway Stations.

A famous Dr. P.K. Sethi of Sawai Man Singh Medical College Jaipur, where I have spent my entire medical life, has given a new life to the handicapped by devising artificial foot namely "Jaipur Foot" for the villagers as well as the poor. Thousands of visitors come to Jaipur with their relatives to get these equipments fitted with their

legs. We all are grateful to you for giving 50 per cent concession in the second class sleeper coaches to these handicapped and those who accompany them.

On one hand, Rajasthan has got half a dozen of new trains whereas it has been gifted with the first ever international train of the country on the other. The hon. Minister of Railways opened a new chapter of friendship between the two countries by introducing Thar Express Rail Service between Munabav and Pakistan-based Khokhrapar on 18 February of the last month.

Rajasthan, from where I am elected, has been benefited a lot by introducing 55 new trains by the hon. Minister of Railways. People from different castes, creeds and sects visit Ajmer to offer their prayer in the Khwaja Saheb Darbar and also visit the Lord Brahma Temple at Pushkar from the different quarters of the country. On one hand, with the introduction of New Garib Nawaj Express from Ranchi, Kishanganj and Bangalore has facilitated the people to visit Ajmer and Pushkar for religious purpose and the travellers of Rajasthan have got a new train facility to undertake their journey to Bihar and Bangalore on the other.

During the last Supplementary Demands for Grants, I demanded to extend the Ahmedabad-Delhi Mail to Dehradun. After being fulfilled this demand, the people of Rajasthan will be able to go to Haridwar comfortably.

I am also grateful to the hon. Minister of Railways for providing the Amritsar-Jaipur Express and the Bhuj-Bareilly Express to Rajasthan. My Lok Sabha Constituency, Alwar would also be benefited by these new trains.

I, on behalf of the people of Rajasthan would also like to pay you thank for this point that Western Dedicated Freight Corridor would also pass through the major part of Rajasthan. It would pass through Barodra, Ahmedabad-Palanpur of Gujarat from Nehru Port and then it would pass through Abu Road, Ajmer, Jaipur of Rajasthan and ultimately it would go to Dadri via Rewari. I would like to request you to extend it to Dadri from Rewari via Bhiwadi, Bhiwadi is an industrial city of Rajasthan where Inland Container Depot is also located besides nearly more than 1000 industrial units. I have been raising at times, the demand in this House to connect Rewari to the Bhiwadi Rail Route. I think it would be rational economically as well as from the business point of view, if the western corridor passes through via Bhiwadi.

I would thank the hon. Minister of Railways for providing a new train to my Lok Sabha Constituency, Alwar also. Mathura Passenger from Alwar would facilitate the public of this area to travel Uttar Pradesh and beyond that.

I have been demanding for the last two years for a fast passenger train between Jaipur-Delhi during day time. At present, most of the Delhi-Jaipur bound trains are running during night hours. Villagers from small stations feel inconvenient due to lack of passenger train from Delhi to Jaipur during day time. I would request you to run a train from Jaipur during day time.

Alwar falls under the National Capital Region from where hundreds of people go to Rewari and Delhi to earn their living. I demand from the hon. Minister to run a DMU from Alwar.

Alwar is the Singhdwar of Rajasthan. Lakhs of tourists from the land and across the globe visit Sariska Wild Life Century area and other historical places. A special tourist train namely Ferry Queen Express also runs between Delhi-Alwar for foreign tourists. I urge upon the hon. Minister to kindly make special provision for the renovation and beautification of the platform of Alwar station.

I have been demanding the stoppage of Ashram Express at Khairthal and Rajgarh for a long time. The hon. Minister of Railways had also given assurance of the stoppage of the Ashram Express at these stations while passing through this area. I would request the hon. Minister to ensure stoppage at these important stations.

I demand the stoppage of Delhi-Ahmedabad Rajdhani Express at Alwar Station. This train stops at Jaipur only at 12.40 p.m. after departing from Delhi at 7.50 after a running of 5 hours at a stretch. Technically stoppage at Alwar is also justified. Alwar is the important city of Rajasthan. Keeping in view the urban population of 15 lakh here, kindly provide a stoppage of Delhi-Ahmedabad Rajdhani Express at Alwar.

The work pertaining to construction of an over-bridge near Tijara crossing in Alwar city has been pending for a very long. In this regard, the consent of Alwar City Development Trust and the Railways Authority has been obtained and budget provision is also there for the same, but the matter pertaining to allotment of land of the cantonment Board Itarana for this use is hanging fire in

the Ministry of Defence. The Ministry of Railways is requested to take up the construction work of this over bridge by interacting with the Ministry of Defence.

In view of the difficulties being faced by the public due to railway crossing in Khairthal Mandi of my constituency, there is an urgent need of Railway under bridge. I request the Railways to conduct a certain study of the difficulties caused daily by this railway crossing and construct this Railway under bridge with their resources.

I demand the introduction of PRS in very important towns of Alwar district Khairthal, Behror, Rajgarh and Tijara besides additional computerised reservation centre in Alwar city.

R.H. Hissar-Rewari train is kept stationed for no use from 10.30 a.m. to 5.30 p.m. at Rewari. The travellers from small stations coming under this line will be benefitted by extending this train to Alwar-Bandikui. There is no shuttle train on this route from 8 a.m. to 5 p.m.

Delhi-Rewari 7 R.D./4RD also terminates at Rewari itself. I request you to extend this train also to Bandikui. Travellers of both Alwar and Bandikui areas would be benefitted by it. It will lead to proper utilisation of railways resources.

Whenever I have raised the demand to extend 1 R.H., 7 R.D., 4 R.D. trains to Alwar/Bandikui, my request is neglected generally telling the reasons of narrow line capacity on "Rewari-Alwar-Bandikui" section and lack of terminal/maintenance facility at Alwar and Bandikui. I request you to kindly make provision in the budget for pit line and maintenance facilities at Alwar since adequate space is available in Alwar-Bandikui for pit-yard, maintenance facility.

In my Lok Sabha Constituency, Shahjahanpur, Neemrana-Behror are developing as industrial towns. Export Promotion Park is developing in Neemrana. Keeping in view the future requirements, I suggest to conduct survey for a new railway line from Rewari to Jaipur via Shahjahanpur, Neemrana, Behror, Kotputli, Shahpura.

In my Lok Sabha Constituency itself, "Tijara" is very important pilgrimage place of Jain society. Lakhs of followers of Jainism from the land and across the globe visit Tijara every year. I demand to connect Tijara with the Railways.

[English]

DR. RATTAN SINGH AJNALA (Tarn Taran): Hon'ble Deputy Speaker, Sir, I thank you for giving me this opportunity to speak on the Railway Budget, 2005-2006. ...(Interruption)*

Sir, they are wasting the time allotted to me. Kindly allow me to speak. Sir, since the time we have won our Independence in 1947, Punjab is being neglected and ignored in successive Railway Budgets. Shri Lalu has presented the third Railway Budget and step-motherly treatment has been meted out to Punjab in this Budget too. Sir, Shri Lalu has introduced 55 new trains but Punjab has got just a daily DMU for Nakodar. It amazes me. New trains have not been introduced in Punjab. Shri Lalu has extended 37 new trains but he loves Punjab so much that no train has been extended in Punjab. *(Interruption)* I am talking about Punjab. I am not talking about Bihar.

DEPUTY SPEAKER: Shri Ajnala, please address the Chair.

DR. RATTAN SINGH AJNALA : Laluji has increased frequency of trains. He is a nice man. He is doing a good job. But, I fail to understand why he does injustice to Punjab. Sachkhand Express used to run for five days. Now, he has increased its frequency by a day. I thank him. But, this is peanut. I am amazed at the bias he has shown against Punjab. Sir, people call him a man of the masses. But, why target Punjab?

Sir, the first new rail link that was completed in Punjab, was nine years after Independence. It is surprising. It has been our long-pending demand that Chandigarh should be linked to Ludhiana. Chandigarh has been linked to Morinda but Ludhiana is yet to be linked to Chandigarh. In this Budget, not even a single inch of Railway line has been given to Punjab. Shri Lalu can deny it if I am wrong.

Mr. Deputy Speaker, Sir, great injustice has been done to Punjab.

MR. DEPUTY SPEAKER : There is too much rush in trains in Punjab.

DR. RATTAN SINGH AJNALA : Sir, my colleague Ranaji talked about Rajeev—Longowal accord. Two

* English Translation of the speech Originally delivered in Punjabi.

Regional Engineering Colleges were opened in Punjab. Rail Coach Factory was established at Kapurthala in Punjab. And Goindwal Industrial Complex was also proposed to be set up in Punjab. Now, we have come to know that Shri Lalu intends to privatise the Rail Coach Factory at Kapurthala. Sir, the RCF is located in Kapurthala but the labourers and workers working over there hail from other States. Shri Lalu can conduct an enquiry to this effect. How many workers working at RCF, Kapurthala belong to Punjab? This is a sorry state of affairs.

Goindwal Industrial Complex was set up by Shri Rajiv Gandhi. Now, the UPA Government is in power. Work at various projects in Amethi is going on in full swing. But, no work has been started at Goindwal. Sir, the Congress Party has always meted out step-motherly treatment to Punjab. The Beas-Goindwal rail link has been completed. But, no trains has been introduced in this route. Only buses are plying on this route. The railway employees while away their time drinking tea, as there is no work for them.

Sir, we had demanded that the Tarn Taran- Goindwal rail link should be completed. It is essential for the development of Goindwal Industrial Complex. A survey had been undertaken. I do not know what happened to its report. Since 1947, people of Amritsar district have been demanding that Tarn Taran-Khemkaran-Firozpur should be linked by rail. A meeting of the Northern Railway on this issue took place at Amritsar. But, until and unless Shri Lalu gives his approval to this demand, it cannot be realised. He has to provide the money for this project.

Mr. Deputy Speaker, Sir, the Qadian-Beas rail link is also a long -pending demand of the people of the area. ...*(Interruptions)* Deputy Speaker, Sir, the Qadian-Beas rail link is the need of the hour. It is a long-pending demand of the people.

Sir, my colleagues have highlighted the unhygienic condition at the Railway Stations. Shri Lalu, please note that cleanliness is a casualty at all railway stations. I would specially like to mention Amritsar and Attari Railway Stations in this connection. Indo-Pak Trade is handled by these Stations. Sir, I appeal to Shri Lalu to modernise both these Railway Stations. Beautification drive should be launched at both these stations so that the traders from Pakistan may appreciate our Railway Stations.

Mr. Deputy Speaker, Sir, we need manned railway crossings at various points at the railway lines passing through our towns and cities.

Sir, I would also like to draw the attention of the Hon'ble Railway Minister towards construction of ROBs. Sir, I read somewhere Shri Lalu's statement that the State Governments should also bear the cost of construction of ROBs. Sir, Punjab Government is bankrupt. It has no money. (*Interruption*)

DEPUTY SPEAKER : He has supported you. You should support him.

[*Translation*]

SHRI RAM KRIPAL YADAV : All of them have the same opinion on Bihar.

SHRI LALU PRASAD : We have the Patna Sahib Gurudwara in Bihar.

DR. RATTAN SINGH AJNALA : I am not talking about Bihar. I am talking about Punjab. Injustice has been done to Punjab. Frequency of Sachkhand Express which used to run five days a week has been extended by one more day. For this we are thankful to you.

[*English*]

I request the Hon'ble Minister to sanction funds for the construction of ROBs in Punjab. Punjab Government is bankrupt. It has no money. So, the Hon'ble Minister should look after the interest of Punjab and Punjabis. The Punjabis have always looked after the interest of the people from Bihar.

[*Translation*]

SHRI TAPIR GAO (Arunachal East): Sir, I delivered a speech in English on the discussion on Rail Budget last time. My English was so poor that Laluji could not understand it. That is why I am speaking today in Hindi. I hail from such a State that is Arunachal Pradesh where there is not available even an inch of Railway line since independence. I am feeling dizzy whereas all others are appreciating and opposing it, joys are being shared with each other. But what is the occasion for celebration? All of us Members of Parliament from the North East are getting annoyed. Every year a Rail Budget worth lakhs and crores of rupees is made but our North-East States do not get benefit of even a single rupee out of the above. I would request Shri Laluji to pay heed to the

North-East States also. People from all over India reside there.

Last year, I proposed three projects in the Rail Budget and there was a proposal of ours with the NDA Government that there would be railway connectivity to all Capitals of the North East States. You have put that proposal in the cold satchel. I would request you to provide a connectivity of 25 kilometres from Harmoti to Itanagar in Arunachal Pradesh. I appreciate that you have approved the survey from Murkangselek to our district headquarter Pasighat and the survey thereof has been conducted in 1999.

Every year the Parshuram Kund fair is held at one place in my constituency. Thousands of people all over India pay a visit to that place.

The fair falls on every 14th January. People face a lot of inconvenience in visiting that place. It is not a hilly area too. It is a plain area. It should be linked to the rail line. You have replied to me that it is not economically viable. Rail connectivity in the North-East is a must and it should not be viewed from angle of economic viability. Here the movement of armed forces, para military forces always continues. It is a must from security point of view.

I would like to put up one more proposal. You are a very hearty leader of India. Sikkim, Arunachal Pradesh, Nagaland, Mijoram, Manipur and Andaman and Nicobar Islands are such States which do not have any rail line. There are so many crores of rupees in your Rail Budget, please allocate some of the funds from the above to these States so that we can get schools and roads etc. constructed instead of rail line. A hearty and generous leader like you can do something for this State. In our North-East State development works are undertaken through non-lapsable pool resources. You also issued a letter on August 7, 2004. An amount of more than 9000 lakh rupees was sanctioned for Rangia-Murkangselek broad gauge but progress of even a single inch was not made in this regard. Bogey Bill is also important for Northern Assam. Please include it in the National Project. You have done so but have given rupees five hundred crores for the proposed project. Perhaps that Bogey Bill will cost less than Rs. one hundred crores. I would like to inform you that a large number of people from Bihar and U.P. live here. They are the voice of the common man of the country. A large number of people live there. These people have to face a lot of inconvenience in transportation.

[Shri Tapir Gao]

Mr. Deputy Speaker, Sir, it is not only my voice but it is also the voice of my brothers from Bihar and U.P. I cannot take my seat without extending thanks to the hon. Minister of Railways. I would like to thank him because he had given approval for opening three Railway Booking Counters in our North-East States in the last Budget. All the three have become operational. I would, therefore, like to express my thanks to him through you for this work. We would feel very proud if Arunachal Pradesh gets Railway connectivity during his tenure and our people will think that the Indian Railways really belongs to whole of the India because unless and until you connect our area to the Railways the people there will not know what the Railway means.

Mr. Deputy Speaker, Sir, the provision of Railway computerised booking centre has been made at Kolkata. It is my request that such provision should be made at Maligaon in Guwahati so as not to break the continuity of the reservation system. It occurs to me that the Railways we have in our region is known as North-East Frontier Railway but the meaning of the N.F. Railways is now changing and now it is being made 'no further' Railway. I would request that it should be named as North-East Frontier Railways.

Sir, I would like to suggest Shri Laluji that the mobile battery in the General bogies gets exhausted. There is no electronic switch and plug to recharge the same. These are there in the Rajdhani Trains but I am talking about general bogies. I would like you to pay attention in this regard also. I would suggest to install a video T.V. camera in every compartment from the security point of view which can be monitored by a single person sitting at the same place. He will be able to monitor as to how many passengers are there in a compartment and what is going on there in the compartments. The RPF men should have Walkie Talkies one at the front and the other at the rear part of the train which will be very successful from the security point of view. There will be no success in the security unless such arrangements are made. Please provide railway connectivity to every capital of the North-East States. Please keep a separate budget for the North-East States which at least could be spent on the construction of schools, medicals and roads in the event of their not being spent on the Railways. Special attention needs to be paid in this regard. I am thankful to you for giving me an opportunity to speak.

SHRI KHARABELA SWAIN (Balasore): The Minister of Railways Shri Lalu Prasadji please pay attention to what he says.

SHRI CHANDRA SHEKHAR DUBEY (Dhanbad): Mr. Chairman, Sir, I strongly support and highly appreciate the Rail Budget 2006-2007 presented by the Minister of Railways, Shri Lalu Prasadji. There are a number of problems but now there is scarcity of time as I have to attend our meeting which is scheduled to be held at 8 p.m. Earlier, my name figured substantially higher on the list of speakers but only God knows how it has come down.

19.44 hrs.

[SHRI VARKALA RADHAKRISHNAN *in the Chair*]

Mr. Chairman, Sir, every State has its unique problem. Shri Lalu Prasadji has earned a reputation all over the country as a Minister of Railways. This Budget has been considered as the Budget of the poor and the Labourers. It has been held as the Budget of every section of the society, but the State of affairs is that I come from the State of Jharkhand and no Budget allocation has been made to Jharkhand. If it had been made it could have brought a sense of relief and prosperity to the people of Jharkhand.

Sir, I would like to request Shri Laluji whom the people of our country see as leader of the poor and a number of others are also inclined to think so. Howsoever we may praise him, the lesser it would be. But I would like to tell you that you had announced in this House in your previous Rail Budget speech that the lands of Railways which have been lying waste and unused for hundreds of years would be utilised. Laluji had announced in the House that the stalls, huts and small shops put up at such lands by the poor and unemployed people would not be demolished and even if it was desirable to do so, it would be done only after making alternative arrangements for them. Throughout the entire country wherever there are problems like this particularly in Jharkhand it is a very big problem because stalls, huts and small shops are being demolished there every day, thereby leading to a grim situation of starvation.

Jharkhand is considered to be a militancy affected State. All the 22 districts in the State are in the grip of militancy. If we go on demolishing their huts, refusing them for relief and snatching their livelihood and paying

not adequate attention to them, the situation of militancy will further intensify. It will compel all the unemployed youth of Jharkhand to take rifle into their hands and nobody will be able to check it.

Therefore, I would like to request to Lalu ji that as a minister you have made announcement in this House. In the light of this announcement you should stop the removing of cowsheds, shops and slum clusters.

Alongwith this I would like to tell you something about certain things which are essential for Jharkhand. For example, for getting dolomite and limestone from Bokaro Steel Plant a goods train runs from Bhovanpur. If we start a passenger train on this line it would provide great relief to the people of the villages located between Bokaro to Palamu. In the same way a goods train is available for Bokaro, Telgadhia and Bhojudih. If we start a passenger train on line, it would be of great help to the backward area that connects Bokaro and Dhanbad. Therefore, I would like that a passenger train should be introduced on this line. It does not mean that I am mentioning this on my own. It is proposed to run passenger trains on this line such operation on this line is certified also. So I demand the Minister for Railways to pay attention to this issue.

The Minister for Railways is aware that Jharkhand is the state, which has coal and steel in abundance. There are many industries of dolomite, limestone, magnetite and iron ore in the State. I think that the royalty received from Jharkhand is greater than the royalty received from any other State of India. Keeping this aspect in my mind I would like Lalu ji to pay special attention on Jharkhand.

There are some requirements of my constituency. There is a Mahabodhi Express that runs between New Delhi and Gaya. I join other Members of Parliament in making a demand that the Mahabodhi Express may be extended upto Dhanbad. It would provide a relief to the people. Ganga Damodar Express that runs from Dhanbad to Patna may be extended upto Buxar. This would provide relief to the local residents. Dhanbad Gaya Intercity Express may be connected to Sasaram, which is district headquarter of Rohtash. This place is only 15 km. away from Dehari-On-Sone. This train runs as an express upto Dehari-On-Sone and thereafter becomes a passenger train. This should be an express train upto its last station. In the absence of which, a lot of difficulties are being felt by the common people residing there. Two boggies were added for Mumbai mail in L.A.P. Express which has now

been disconnected. This is creating problems for Mumbai bound passengers specially to cancer patients. I urge to connect two boggies from Dhanbad for Mumbai Mail. There are many problems but I would like to draw your attention towards main problems only. New trains may be introduced from Dhanbad to Patna. It is very essential to give stoppage for some trains at some places; I give a proposal in this regard. Alleppey Express may be given a stoppage at Katraksha. Halt of passenger trains on Bhaga Bamua rail line. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Mr. Chandrasekhar Dubey, the remaining part of your written speech can be laid on the Table of the House.

[*Translation*]

SHRI CHANDRA SHEKHAR DUBEY: Whether the Minister would like to mention in his reply the time by which the train service would be started on Dhanbad. Jharla line...(*Interruptions*)

[*English*]

MR. CHAIRMAN: You are a senior Member. There are about 30 speakers, who want to speak. Please cooperate with the Chair.

...(*Interruptions*)

MR. CHAIRMAN: He does not need your support. He is quite strong enough to speak on his own.

[*Translation*]

SHRI CHANDRA SHEKHAR DUBEY: If the train service is started from Jharla it will be of great help to the residents there. Daily ticket booking and advance booking arrangement may be provided immediately so that the residents there may get some relief. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Mr. Dubey, please conclude now. The next speaker is Shrimati Susmita Bauri.

...(*Interruptions*)

[Translation]

SHRI CHANDRA SHEKHAR DUBEY: You listen to me, I am raising many points regarding Jharkhand, I request you to let me speak. Beautification of Dhanbad Railway station may be done. ...*(Interruptions)*

[English]

MR. CHAIRMAN: If any unparliamentary remark is made, it will be expunged.

...*(Interruptions)*

[Translation]

SHRI CHANDRA SHEKHAR DUBEY: The toilets should be constructed on the platform. Pay phone facilities should be provided on the platforms.

One-way bridge on Dhanbad-Gaya railway line should be converted into two-way bridge. Drainage system should be improved. A no objection certificate should be issued to develop the vacant land beside telephone exchange, T.o.P. As Rajiv Park. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Madam, you start your speech. His speech will not go on record now.

...*(Interruptions)**

MR. CHAIRMAN: Hon. Members, I make a personal request to you all. There are about 30 speakers still left. If five minutes is given to each Member, it will take two-and-a-half hours which means it will be 10.30 p.m. by the time all of them speak in the debate. Every hon. Member leaves the House immediately after finishing his speech, barring one or two exceptions and we will have to remain till very late in the evening. Nobody will remain here when the House adjourns except the Minister and myself. So, I will be very strict in controlling the speeches hereafter and I will give 5 minutes only to each hon. Member.

If any hon. Member wants to lay his written speech on the Table of the House, he can do so now so that the time and money can be saved. When Parliament sits, lakhs of rupees are spent. If any Member lays his

speech on the Table of the House, it is equal to the speech made on the floor of the House and it will be incorporated in the proceedings of the House.

[Translation]

*SHRI KRISHNA MURARI MOGHE (Khargone): Sir, I want to draw the attention of Hon'ble Minister for Railways towards the railways problems of Madhya Pradesh and particularly Khargone my Parliamentary constituency.

Before making my submission I would like to say that the major part of the Rail budget is spent on such areas, which already have sufficient railway facilities. I would like to submit that Madhya Pradesh has the largest area in the country but considering its area the railway facility is very less. The Minister for Railways has been from Bihar for the last so many years and the stoppage to most of the trains and other railways facilities in each budget have been given to Bihar only. In the current budget also the same has been repeated. For example out of 55 new trains announced only two trains have been given to the State of Madhya Pradesh.

Even after 57 years of independence, there are 8 districts in Madhya Pradesh which have no railway facility. And people of this area eagerly expect it in every railway budget but are disappointed. I represent the tribal area of Madhya Pradesh and I am aware that the people of this remote area have not seen train till date. The government are making tall claims for the development of tribal people and scheduled castes. 23 percent of population in Madhya Pradesh is tribal yet Madhya Pradesh, as usual, has been neglected in the railways budget. I want to submit about my parliamentary constituency Kharagone that this area is world famous for cotton production. But there is no transport system available for the products of the cotton-based industries. If railway transport is provided it would help in the development of cotton industries. That would be beneficial for not only the state but whole of the country. I would like to mention that in this era of competition maximum foreign exchange may be earned from cotton based cloth industries.

Sir, therefore, I suggest, that Railways Ministry should fix its priorities then only it would be possible to develop in the areas, which are deprived of railway service at present. The Ministry should decide to connect each

*Not recorded.

*The speech was laid on the Table.

district of the country with railway service within a stipulated period of time.

In this budget, provision of Rs. 50000 crore has been made for new railway lines and gauge conversion, out of which even a provision of Rs. 10 crore has been made for some schemes due to which a number of schemes remains only on papers and funds are also misused. So it would be better if only half of these schemes have been taken up and completed in scheduled time. Both the people and Ministry of Railways will be benefited by this.

I would also like to suggest that those regions should be given priority in new schemes from where the Ministry of Railways can earn more revenue because of more business and those regions should also be given priority where laying of railway lines reduces the distance between two places and as a result of which expenditure of Railway also reduced.

If implementation of a scheme takes long time then the estimated cost of a schemes rises due to price rise and because of incomplete work the people do not get any benefit from it and the funds thus spent are also wasted In this budget itself, Rs. 10 crore or 25 crore have been allocated for several schemes and even Rs. 5 lakhs have been provided for some schemes for name shake just because of demand of people for example only Rs. 10 crore have been allocated for Godhra-Indore-via Dahod, Sardarpur and Dhar line. The honourable Minister of Railways himself know from his experience that this amount is like a drop in the ocean. I would like to request that adequate funds should be provided to the schemes which are going to be completed soon and complete them at earliest.

I am confident that the honourable Minister of Railways will definitely take my views into consideration in interest of the nation.

Sir, now I want to put forth problems of my constituency before you. They are as follows :

Gauge conversion of Ratlam-Khandwa railway line is long pending. Sir, this rail line is very much essential and important for the industrial development of this region. Survey work for gauge conversion of this rail line has also been done last year but it has not been included in this year's budget Gauge conversion work of Neemach-Ratlam railway line is almost near to its completion but

it useful only when gauge conversion of Ratlam-Indore-Mahu and Khandwa line is done and this rail line is extended from Neemach to Khandwa then an additional railway line connecting the northern and southern region will be available in the western region of the country if gauge conversion of this rail line is completed. Distance from Indore to Mumbai will to reduced to more than 200 kilometers. By Gauge conversion of this rail line the people of Madhya Pradesh will be benefited and at the same time revenue of Ministry of Railways and income of the Government of India will also increase.

A proposal for connecting Maksi-Dahod by rail line was prepared long ago. This railway line was proposed to connect Peethampur situated in western part of the state one of the largest industrial center in Asia and Mahu one of the important military center of the country.

But during the last years, the Ministry of Railways has not paid attention to this railway line as a result of which an estimated cost of Rs. 300 crore escalated to Rs. 900 crore. So, I request that this railway line must be included in this budget itself

The gauge conversion work of Neemach-Ratlam Railway line had to be completed in 2005-06. Its estimated cost was Rs. 167 crore. No budget provision was made for this during 2005-2006 and this year only 70 crore rupees have been provided which is not adequate to complete this work at earliest. So, I request that this work should be completed at earliest and funds should be increased for the purpose.

Farmers and traders of Madhya Pradesh as well as Maharashtra are also demanding for laying of a new rail way line between Indore and Manmand. This railway line is necessary to strengthen commercial agricultural activities in Nimad region of Madhya Pradesh. So, I request the honourable Minister of Railways to start the on work this railway line in this budget itself.

Omkareshwar is a religious place. Tourists from not only different parts of the country but also from abroad visit here. I had requested to provide computerized railway reservation facility for Omkareshwar in the last budget also. This year again I request you that computerized railway reservation facility be provided at Omkareshwar.

Shaktipunj Express which runs from Howrah to Jabalpur stops at Jabalpur for 20 hours. People of Bhopal will be benefited if this train is extended up to there and

[Shri Krishna Murari Moghe]

for this the Ministry of Railways need not to make any additional provisions.

A lot of people will be benefited if Indore-Nagpur express is extended upto Bangalore and for this the Ministry of Railways need not to make any additional provision.

I would also like to request that earlier a second class ticket can be converted into air conditioned class ticket by paying the difference but now this system has been abolished as a result of which the passengers face problems and the Railway suffers losses. So, this system should be restored.

In the end, I am confident that in the interest of the people of the backward and tribal dominated Madhya Pradesh the honourable Minister of Railways will oblige me by including the works of gauge conversion and new railway lines mentioned by me in supplementary demands for grants in his budget.

[English]

*SHRIMATI SUSMITA BAURI (Vishnupur): Hon'ble Chairman, I rise to speak on the Budget (Railways), 2006-2007 and I would like to say a few things about my constituency Bishnupur. This area is not properly covered by rail network. After Independence, only 12,000 kms. Railway track has been constructed but due to lack of planning the country still faces some problems so far as railway connectivity is concerned. I would request Hon'ble Minister to adopt a holistic approach in this regard.

There are many areas which are under-developed. In my constituency, places like Ranibandh, Raipur, Mukut Manipur, Jhilimili, etc., are basically forests, but are renowned for their scenic beauty as well as precious stones. Due to lack of adequate rail connectivity, industries are not flourishing in these places. So many tourists visit the area by road. If rail network is upgraded, then more and more tourists will be attracted resulting into more employment generation. Thus tourism industry will flourish along with the market for handicrafts.

Hon'ble Railway Minister has announced that new railway track of about 550 kms. will be constructed. My constituency should also be covered—this is my earnest request.

* English Translation of the speech originally delivered in Bengali.

The survey work for construction of Mukutmanipur - Chhatna line has already begun. I would urge upon the Minister to expedite the project. People of this place have struggled a lot – they should now get their due.

Adequate funds should be allocated for completion of the pending projects. The construction work of Bishnupur-Tarakeshwar railway line should start from Bishnupur itself and money should be allocated for that project also. At present Bankura-Raina BDR train is running upto Sonamukhi. This train should be extended upto Raina and Chatai. Funds are required for this work. This particular train runs by diesel now—so electrification is needed. The Raniganj-Mejia line should be opened for public and should be extended upto Bankura. The Bhubaneshwar Rajdhani Express should have a stop page at Bankura.

In this district, Bhadu is an important place having two level crossings. An over-bridge should constructed there immediately.

Bishnupur is a place of historical importance. So, the railway station needs a facelift. Former Railway Minister had announced that the work of beautification of the station would be undertaken and it would be declared as a model station. So, I would request the Railway Department to take necessary steps in this regard. The over-bridge here is very steep. Aged people cannot use it due to its gradient and they are forced to cross railway tracks. So the over-bridge should be made user-friendly.

The coaches of the Howrah – Chakradharpur train are in a very bad shape as they are very old. I had raised this issue in the Consultative Committee meeting also but to avail. I would request that the coaches should be immediately changed. The Neelachal Express should be made a daily train. The 'Garib Rath's', which are to be introduced by Hon'ble Railway Minister are not going to cater to the needs of West Bengal. I believe that the wealthy people will be able to reap more benefits of such 'Garib Rath's' than the genuinely poor people.

In sub-urban areas, there is an increase of about 15 per cent in passenger traffic. Therefore, more number of trains should be introduced to facilitate the daily passengers.

Besides, we are hopeful about the Kolkata-Delhi Freight Corridor. Moreover, sufficient drinking water should be made available in the smaller stations and passenger

safety should be given priority. Privatization of railway services should be refrained from. Before I conclude, I would like to congratulate Hon'ble Minister for not hiking railway passenger fares. With these words, I thank you for allowing me to speak.

[*Translation*]

SHRI LALU PRASAD : Mr. Chairman, Sir, dinner is ready in room no. 70. All honourable members, press, media people and staff all are invited. A few honourable members who have yet to speak, may stay here for a while and rest of the members have their dinner by the time ... (*Interruptions*) the doctors suggest that we must take our food in time.

20.00 hrs.

[*English*]

SHRI NAKUL DAS RAI (Sikkim): Mr. Chairman, Sir, I thank you for giving me this opportunity to take part in the discussion on the Railway Budget.

I welcome the grand Budget placed by the hon. Railway Minister for the year 2006-07. First of all, I would like to extend thanks to the Railway Minister for having presented pro-people Budget and in my opinion, it is overall a good Budget.

Going through your Budget, it is clear that the hill stations have not been adequately covered in your overall development, while we appreciate the development activities in the plain areas including providing new links.

Almost all the developments in the North including new links have either started from Bihar or ends in Bihar, thereby neglecting the hill areas of Sikkim and Darjeeling which are not only strategically important but also fast developing State of India. In fact, some of the existing seat quota has been lifted instead of increasing the quota. So, it is the saddest part for the people of Sikkim. So, I would request the hon. Railway Minister to immediately reconsider the previous quota and there is a need for an increase of some more seats in different trains.

In the new link proposals, the introduction of *Ganib Rath* is a welcome step – it is very fine – but unfortunately it stops at Patna and Kishanganj, thereby ignoring NJP. NJP is not that far from Kishanganj. NJP is the only railhead link for Darjeeling, Sikkim and West Bengal.

Apart from that, the Government has already assured six years back in the Parliament *vide* Unstarred Question

No. 728 dated 02-12-1999 that a railway line from Sevoke to Gangtok, which is the Capital of Sikkim, *via* Singtam would be considered.

Also I would like to remind that the hon. Minister has already assured our Chief Minister personally that the project would be taken up on priority basis very recently. But I am sorry to say that this has not been reflected in the Budget proposals. So, I would request you to keep Sikkim in mind for the sake of national integration and security of the country, because Sikkim is not only strategically important but the trade route to China is also under the consideration of the Government of India from there. This will also expose the natural beauty of one of the most beautiful States in India which is strike-free, peaceful, eco-friendly, organic and green State of India to the vast majority of intending tourists nationally and internationally.

Sir, you will kindly recall that not a single person from Sikkim is employed in the Indian Railways. I would request you to take steps for special recruitment drive to employ youths from Sikkim as a special case considering the backwardness of the area and the sentiments of the people.

Besides above, the Budget proposal does not indicate any development of the existing prestigious heritage trains of Darjeeling and Shimla including their augmentation and upgradation. So, I urge upon the Government to take up this matter on priority for the development and betterment of the hill station.

[*Translation*]

Mr Chairman, Sir, through you I would like to draw attention of honourable Minister of Railways Shri Lalu Prasad. Shri Lalu Prasad had also said in his budget speech :

'Ek Kadam hum badhein, Ek Kadam Tum,
Aao Milkar Naap Dein, Faasle Chand Tak.'

Honourable Minister, Sir, Moon is very far away and it is virtually impossible to do it. But this is a small beautiful state in your neighborhood, why not to connect it with railway line. Tourist will be immensely benefited if this state is connected by rail line and it will bring proud to the country. Alongwith it people of Sikkim will also thank you.

[English]

I once again welcome this Railway Budget for 2006-2007.

With these words, I conclude.

*SHRI BRAJA KISHORE TRIPATHY (Puri): Sir, as per the direction of the Chair, I am submitting my speech on the Demands for Grants for Railways for the year 2006-07. Sir, I am approaching through you to Hon'ble Minister of Railways for allotment of additional funds in the budget for expediting the ongoing Railway development project and inclusion of new projects which have not been covered in the Railway Budget 2006-2007.

Sir, as you are aware Orissa is located in the East Coast of India and has population of about 4 crores and having an area of 1,56,000 KMs, the State has one of the lowest per capita income coupled with inadequate rail infrastructure albeit having endowed with abundant minerals resources like Iron-Ore, Chrome, Bauxite and Manganese etc. Against the national average of 19 Kms./1000 Sq. Kms., Orissa has a route length of 15.03 Kms. only. Neighbouring states like Bihar and West Bengal have a railway route length to the extent of 30 Kms. and 42 Kms. respectively. In near future various corporate houses will also invest for setting up of Mega Steel Plants, Aluminum plants and other industries and the generation of additional traffic in the State is expected to be 40 million tones by 2010. The establishment of a separate Zonal Railway Headquarters at Bhubaneswar i.e. East Coast Railway has generated substantial revenue for Indian Railways.

Sir, East Coast Railways was made operational from 1st April, 2003 with Sambalpur, Khurda Road and Waltiar Divisions. The jurisdiction of the Sambalpur division has been reduced affecting the viability of the division. To ensure Sambalpur division as profit centre, Ministry of Railways is requested that its territorial jurisdiction to include the (a) Jharsuguda-Himgir, (b) Jharsuguda-Barsuan/Kiriburu (c) Rourkela-Nuagaon sections. It is necessary that all requirements of infrastructural development for East Coast Railways should be expeditiously completed. At present since Sundargarh district has also got tremendous potential for Iron Ore and other mineral based industries, Ministry of Railways may consider creation of new division with Headquarter either at Rourkela or at Jharsuguda within the jurisdiction of Jharsuguda-Himgir, Jharsuguda-Barsuan/Kiriburu and Rourkela-Nuagaon sections.

The Government of Orissa had presented a memorandum to the Ministry of Railways for allotment of Rs. 800 crores, myself and the Members of Parliament of Orissa have also submitted two separate memorandum to Hon'ble Railway Minister for allotment of about 1000 crores towards ongoing projects like B.G., Rail Links, Gauge Conversion, Doubling and Electrification etc during 2006-07, but this is not reflected in the Budget. The Ministry should complete the sanctioned ongoing projects, estimated of an amount of Rs. 4958.47 crore within next 5 years and make the State of Orissa profit centre for the Ministry of Railways. I am requesting the Railway Minister through you to allot funds for 2006-07 in this manner.

Proposed Allotment of Funds 2006-07

Sl. No.	Name of the Project	Estimated Cost (Rs. in crores)	Actual Allocation for 2005-2006 (Rs. in crores)	Proposed Allocation for 2006-07 (Rs. in crores)
1	2	3	4	5
New Lines				
	Daitari-Banspani	850.69	128.61 (RVNL)	200.00
	Lanjigarh Road-Junagarh	119.29	8.00	60.00
	Khurda Road-Bolangir	1000.00	10.00	80.00
	Haridaspur-Paradeep	594.00	20.00 (RVNL)	40.00

* The speech was laid on the Table.

1	2	3	4	5
	Angul-Duburi-Sukinda Road	344.58	00.10	20.00
	Talcher-Bimalagarh	727.00	5.00	15.00
Electrification				
	Kharagpur-Nimpura- Bhubaneswar	323.48	19.50	90.00
	Bhubaneswar-Visakhapatnam	294.00	5.00	
Gauge conversion				
	Rupsa-Bangriposi	102.75	3.00	35.00
	Naupada-Gunupur	91.30	5.00	30.00
Doubling				
	Nirgundi-Cuttack-Raghunathpur	123.68		
	Rahama-Paradeep	63.47		
	Titilagarh-Lanjigarh Road	100.05		250.00
	Raja Athagarh-Nirgundi	71.85		
	Raghunathpur-Gorakhnath	67.89	170.30	
	Rahama Raj Athagarh-Baranga	178.98		
	Bridge on Birupa & Mahanadi	109.45		
	Khurda Road-Puri	48.00		
	Cuttack-Baranga	127.13		
	Khurda-Baranga 3rd Line	133.41		
	Sambalpur-Rengali	70.36		
	Jharsuguda Bypass	19.62		
	Jharsuguda Rengali	56.58		
	Grand Total	4958.47	374.51	800.00

However, regrettably I have to say through you Mr. Speaker Sir, that the same has not been given adequate attention and the aspirations of the people of Orissa has been totally ignored.

Sir, I would also like to elaborate some of the major projects in Orissa, which deserve immediate attention of the Railways:

Doubling of existing Railway Lines.

- 1 (a) Doubling of Khurda Road-Puri railway line in view of importance of Puri from International Tourism point.

Khurda Road-Puri railway track is of more than 100 years old and is the only railway line connecting Shri Jagannath Dham. The track is

[Shri Braja Kishore Tripathy]

already 100% saturated. Though, Phase-I work of the track had begun 5 years back, yet not satisfactory progress has been made so far and there is no sanction for Phase-II work. In the Railway Budget-2006-07 only Rs. 10 crore has been earmarked, which is inadequate for completion of this project. Considering Puri as a national and international tourist centre, the doubling work may be undertaken, expeditiously. I would request Hon'ble Railway Minister through you to allot the requisite funds in the Budget for completion of Phase-I work and make provision of sanction and expediting the Phase-II work.

(b) Daitari-Banspani B.G. rail links (155) Kms:—Since the industrial scenario has been changed in the area dramatically and private Parties are interested to set up Steel Plants in a big way. Ministry of Railways therefore is requested to sanction in Budget for doubling of Daitari-Banspani B.G. Rail links in 2006-07 and also sanction electrification in view of the fact that East Coast from Bhubaneswar-Palasa has already been electrified.

(c) Talcher-Sambalpur B.G. rail links:—This was commissioned in the year 1998 which has reduced the distance from Bhubaneswar-New Delhi by 150 Kms. The Ministry of Railways is therefore requested to sanction doubling of Talcher B.G. rail links.

It is also requested that doubling of Nirgundi – Cuttack – Rangunathpur, Rahama – Paradeep Rail Line may be completed at the earliest. Titilagarh – Lanjigarh Road, Raj Athagarh – Nirgundi, Raghunathpur – Gorakhnath, Rahama – Raj Athagarh – Baranga, 2nd Bridge on Birupa & Mahandi, Cuttack – Baranga, Khurda – Baranga 3rd Line, Sambalpur – Rengali, Jharsuguda Bypass Railway lines which had in progress may be expedited for early completion. The allocation which has been provided in Budget-2006-07 for doubling of Raghunathpur – Gorakhpur – Rahama, Rajaathagarh – Nirgundi and Rahama-Paradeep Lines is like peanut. Doubling of Nirgundi-Cuttack-Raghunathpur require more funds whereas in the Budget the provision has not been made to meet the requirements. Mr. Speaker Sir, for the doubling of Titilagarh-Lanjigarh Road a demand of Rs. 250 crore was made by the Government of Orissa, whereas only Rs. 15 crore had been allotted. Mr. Speaker Sir, the provision for doubling of Rahama-Rajaathagarh-Baranga Line, second bridge on Birupa and Mahanadi, Cuttack-Baranga Line and Khurda-Baranga third line in the Budget-2006-

07 is inadequate and the projects which are entrusted to Rail Vikash Nigam Ltd. (RVNL) is nothing but a gimmick. The past experience shows RVNL has never spend more than 5% of the total allotment and the same is an eye wash on the part of Railway so far as allotment for the doubling of these projects in Orissa are concerned. Allocation of Rs. 30 crore for doubling of Sambalpur-Rengali Line was totally inadequate. But in spite of our request there is no provision for these projects in the Budget of 2006-07, adequately.

Electrification:

Work for Electrification is in progress from Kharagpur-Bhubaneswar, but funds are not allotted adequately in the Budget. Mr. Speaker Sir, I am also requesting the Hon'ble Railway Minister for sufficient fund allocation for Koraput-Rayagarh electrification project.

New Lines:

Khurda Road-Bolangir (289 Kms.):—The land acquisition is in progress. Ministry of Railways was requested for allotment of Rs. 80 crore for 2006-07 for construction and land acquisition in 6 districts. In the Budget 2006-07 only Rs. 23 crore had been allotted which was very small amount against the projected demand of Rs. 80 crore for 2006-07. Hence, an additional amount of at least Rs. 50 crore to be allotted in the Current Budget.

Haridashpur-Paradeep (78 Kms.):—The projected traffic flow for Steel Plants in Duburi-Kalinga Nagar complex is expected to rise by 2010. Ministry of Railways is requested to allot additional funds in the Railway Budget-2006-07.

Angul-Duburi-Sukinda Road (90 Kms):—The final location survey for this project has been completed and land acquisition will commence shortly. Ministry of Railways is requested to allocate funds in the Budget of 2006-07 to enable land acquisition.

Talcher-Bimlagarh (154 Kms.):—Project has been sanctioned in the year 2004-05 and land acquisition work is to be commenced. Ministry of Railways was requested for allocation of Rs. 15 crore for 2006-07. As against this demand of Rs. 15 crore in the Budget only Rs. 10 crore had been allocated. I would request Hon'ble Railway Minister through you Speaker Sir that allotment of another Rs. 5 crore in Budget.

Lanjigarh Road-Junagarh (54 Kms.):—All private and Government land between Lanjigarh-Bhawanipatna have been handed over for construction. Earth work is in progress in all the sections. Since some private parties are setting up of Alumina/Aluminium Plants. Ministry of Railways was requested to make a provision of Rs. 60 crore for 2006-07 for construction between Lanjigarh-Bhawanipatna as well as land acquisition work between Bhawanipatna-Junagarh. Mr. Speaker Sir, only Rs. 19 crore has been allocated in the Railway Budget which was insufficient and I would request Hon'ble Railway Minister through you for an additional amount of Rs. 50 crore in the Budget to keep the project going.

Daitari-Bansapani Rail links (155) Kms.—All the private, forest and Government land have been handed over for construction. Work is in progress from Keonjhar to Tomka (98 Kms.) it was targeted that Daitari-Bansapani rail links to be completed by Dec., 2005, but because of the slow progress it was not be possible. As against the demand of Rs. 200 crore only Rs. 155.85 crore are allotted. Hence, an additional provision of amount of Rs. 50 crore may be allotted in the Budget 2006-07.

Gauge conversion:

Rupsa-Bangiriposi (89 Kms.) conversion work is under progress Ministry of Railways was requested to allot Rs. 35 crore for 2006-07 and complete the conversion at the earliest. As against the demand for Rs. 35 crore only Rs. 15.89 crore has been allocated in the budget 2006-07. Hence, I would request for additional allotment of Rs. 20 crore in the Current Budget to expedite the project.

Nuapara-Gunupur (90 Kms.) :—conversion work has commenced with land acquisition. Final location survey has been completed. Ministry of Railways was requested for provision of additional amount in the Current Budget for early completion of the project.

New Lines and Surveys

Sir, I would also like to request to Hon'ble Minister for Railways through you for sanction of funds in the Budget 2006-07 for five new B.G. Rail Links.

- (a) Conversion & Extension of Nuapada-Gunupur B.G. Rail Link to Theruvali (79 Kms.)

A traffic survey was completed in March, 1999 for extension of the converted Nuapada-Gunupur B.G. Rail Link to Theruvali with a favourable rate

of return. The Extension will enable Import and Export of cargo via-Gopalpur Port.

- (b) Jeypore-Malkangiri (117 Kms):

This broad-gauge rail link for which a survey report has been submitted to Ministry of Railways forms a part of the most backward districts of Orissa i.e. KBK area, which has been accorded special status by Government of India for speedy development. This requires immediate implementation.

- (c) Talcher-Gopalpur (245 Kms):

The survey report of Talcher-Gopalpur Broad-gauge Rail Link line submitted to Ministry of Railways indicated a favourable rate of return. The recent thrust of industrialization with setting up of Steel, Power and Aluminum Plants would require a dedicated Railway link between Talcher to Gopalpur (Special Economic Zone) for export and import of raw material and finished products. No action has been taken in the present Budget.

- (d) Bargarh-Nuapada-Via-Padmapur (120 Kms):

Survey for this Broad-gauge Rail link was completed and report submitted to the Ministry of Railways. Rail infrastructure in Western Orissa is not developed adequately despite a large number of industries and heavy production of food-grains. This B.G. Rail link will traverse through acutely backward areas of the State, and ensure economic development.

- (e) Puri-Konark (35 Kms.) :—Puri attracts thousands of pilgrims to visit the temple of Lord Jagannath regularly. The famous Sun Temple is located at Konark. This monument is famous throughout the world and is visited by thousand of tourists every year. Considering all these aspects a survey was completed for construction of New B.G. Rail Link between Puri-Konark on the year 1997. This link will facilitate visits by the tourists and pilgrims to the last link of the golden triangle.

For Bargarh-Nuapada-Via-Padmapur (120 Kms) and Puri-Konark (35 Kms.) projects. Hon'ble Railway Minister has announced for further detailed survey in his Budget speech of 2005-06, no steps have been taken for the purpose and now also no funds have been allocated in the Current Budget for this two project.

[Shri Braja Kishore Tripathy]

I would also request to Hon'ble Railway Minister through you for provision for allotment of funds in the Budget for these five surveys.

(a) Gopalpur-Rayagada (282 Kms.):

All Bauxite deposits are located in Rayagada and Kalahandi area. Recently, Government of Orissa has signed number of Memorandums of understanding (MOU) for setting up of Aluminium industries for production of Alumina and Aluminium. Therefore, sanction of a survey is imperative to cater to the traffic that will be generated.

(b) Jaleswar-Digha (40 Kms.):

Digha is a popular beach resort which will be connected from Tamluk. It is necessary that a survey be sanctioned from Jaleswar to Digha a stretch of 40 Kms. so that the vast areas in Bhogarai and Jaleswar Block can be connected. Although this project has been announced, no funds have been allocated.

(c) Jaipur-Keonjhar Road-Jaipur (30 Kms.):

Biraja Khetra at Jaipur Town is a famous place of Pilgrimage in India at par with Dwaraka and Kasi. A large number of pilgrims visit this area regularly. The Ministry of Railways is requested to sanction a survey for extension of the East Coast Railway line from Jaipur-Keonjhar Road to Jaipur.

(d) Gorumahisani To Buramara (35 Kms.):

Work is in progress for gauge conversion of Rupsa-Bangiriposi N.G. Rail Link. However, a survey may be sanctioned for linking Gorumahisani on Tata-badampahar B.G. Rail Link to Buramara on Rupsa-Bangiriposi Rail Link.

(e) Badampahar To Keonjhar (70 Kms.):

A survey needs to be sanctioned between Badampahar to Keonjhar which shall link the rich iron ore area with Tatanagar.

for introduction of several new trains and other amenities for passengers benefit.

(a) Super-fast Express from Puri-Jaipur.

There is no direct train service from Puri to Pink City of Jaipur. Introduction of a Train Services from Puri-Jaipur, via-Sambalpur, and Raipur will enable tourists and pilgrims from Central and Western India to come to Orissa and this service will immensely benefit people of Western Orissa. Although Jaipur-Bilashpur Express Train has been extended to Bhubaneswar in the Budget Speech of Railway Minister, this train should further to be extended to Puri. Necessary provision should be made in the Supplementary Budget.

(b) Super-fast Express from Sambalpur to Allahabad:

There is no direct train from sambalpur to Allahabad in order to meet the growing demand of traffic from Western Orissa. Introduction of a train from Sambalpur to Allahabad via-Ranchi and Gaya will enable the people of Western Orissa to Visit important places of pilgrimage.

(c) Super-fast Express Train from Bhubaneswar to Kanyakumari:

There is no direct train originating from Bhubaneswar to South India. A train from Bhubaneswar to Kanyakumari via Chennai shall go a long way in carrying pilgrims and tourists from Orissa to various places in South India.

(d) Inter City Express between Koraput and Rourkela via-Rayagada

The Raipur-Vizianagram-Koraput Kirandul B.G. rail link passes through the most backward areas of the state like Koraput, Bolangir and Sundargarh. An inter City Express linking Rourkela with these areas of this state will give the much needed impetus for business and commerce of the area.

(e) Express Train from Titilagarh to Puri, via-Sambalpur:

Presently there is no direct train from Titilagarh area to cater the needs of Western Orissa. Introduction of Express Train on this route will provide relief to the people and also ensure emotional, social integration with coastal Orissa.

Sir, the state of Orissa is far short of number of Trains in proportion to its area and population, I would like to request the Hon'ble Railway Minister through you

- (f) Express Train from Visakhapatnam to Howrah-Titlagarh, Raipur & Bilaspur:

The area from Visakhapatnam to Titlagarh is backward and requires additional train services to ensure increase of commerce and trading with neighboring states.

- (g) New Puri-Hyderabad Express and New Puri-Chennai Express:

There is no direct Train Link from pilgrim centre of Puri famous for Lord Jagannath to South India. Two direct trains from Puri-Hyderabad and Puri-Chennai will fabulously benefit pilgrims of South India and people of Puri and Orissa.

Introduction of EMU Services:

Electrification work between Khargpur-Bhubaneswar is in progress and stretch of 200 kms between Palasa to Bhubaneswar has been commissioned. Ministry of Railways is requested to introduce fast Moving EMU Trains from Puri-Palasa and Puri-Balasore to cater to the need of passengers of Puri-Khurda Road-Bhubaneswar and Balasore.

Sir, I would like to request the Hon'ble Railway Minister through you for increasing in frequency of the existing trains.

Visakhapatnam-Nizamuddin Express Train may be increased to daily from 3 days in a week to cater the need of passengers travelling from Western Orissa to the capital of India. The frequency of New Delhi-Bhubaneswar Rajdhani Express may be increased from four days to seven days in a week. In remaining three days, the Rajdhani Express may be run *via* Sambalpur, Rourkela and Ranchi. The frequency of Puri-Ahmedabad Express *via* Sambalpur and Vizianagaram may be increased to facilitate journey of large number of workers from Orissa employed in Gujarat. It is requested that the frequency of this train *via* Sambalpur may be increased to thrice a week and *via* Vizianagaram to four days in a week. The frequency of Bhubaneswar-Kurla Express may be increased to three days in a week. This train is immensely popular by passengers travelling from Western Orissa. Frequency of Puri-Tirupati Express which is running once in a week may be increased and converted it as a daily. Since large number of fishermen folk are visiting Puri and have business connections, the Puri-Tirupati Express may

be having an additional stoppage at 'Tuni' Railway Station under South Central Railway.

Extension of Trains :

At present there is no direct train available for the people of South Orissa for linking New Delhi the capital of India. The Ministry of Railways is requested to provide with more coaches in Hirakund Express in order to cater to the requirement of passengers from Palasa, Barhampur, Chhatrapur and Balugaon.

The Ministry of Railway has introduced an Express Train from Sambalpur to Raipur. This may be extended to Puri as this will facilitate a direct link between the capitals of two states. Sir, I am requesting the Hon'ble Railway Minister through you that even though the existing Hirakund Express from Nizamuddin to Bhubaneswar has been extended up to Visakhapatnam considering its long distance provision of pantry car may be made, introduction of three tier AC and the frequency should be increased from 3 days in a week to daily service.

Passenger amenities :

Ministry of Railways has requested for increase in passenger amenities for Orissa. With the creation of East Coast Railway and its Headquarters established in Bhubaneswar. The aspiration of people of Orissa for better infrastructural developments of the stations has increased manifold. The Ministry of Railways is requested to improve passenger amenities at Puri, Titlagarh, Rayagarha, Raigarha, Koraput, Kessinga, Chattrapur, Jalesar and Bolangir Stations. The Ministry is also requested to further increase the network computerized reservation at Baragarh, Sakthigopal, Kuhudi, Kalupadaghat, Chattrapur, Hirakund, Khariar Road. Jalesar and Sora Stations, Janakideipur Railway Station may be developed as a full-fledged Railway Station to cater for a large chunk of people.

Establishment of passenger halt at Indradyumna, Puri

Sir, I would like to request the Hon'ble Railway Minister through you for the establishment of a passenger halt at Indradyumna near Puri under Khurda Road Division. The Railways had conducted a survey and asked for certain information. Though the necessary information has been provided to the Railways and the proposal is a financially viable one, no further progress has been made. I would like to request the Hon'ble Railway Minister

[Shri Braja Kishore Tripathy]

through you Sir, that the necessary sanction may be accorded in the Budget 2006-07.

Introduction of Pantry Car :

Some long distance trains are not provided with Pantry Services, Ministry of Railways is requested to provide pantry car services for Bhubaneswar-Bangalore Express (8415/8416). Bhubaneswar-Kurla Express 1045/1046 and Puri-Tirupati Express (8439/8440). Necessary provision for funds in this regard may be made in the Budget.

Coaching Terminals:

Orissa has only one coaching terminal at Bhubaneswar, which is land locked and inhibits expansion. This terminal should be expanded in order to accommodate more number of Trains.

The Coaching Terminal at Puri, which has been closed, may be revived in order to accommodate more number of trains. Proper coaching terminals may be developed at Barhampur, Sambalpur and Koraput.

Setting up of Rail Coach Factory:

Sir, I would like to request the Hon'ble Railway Minister through you to expedite the setting up of a Rail Coach Repair Factory in Orissa and in addition to this for sanction of the setting up of the proposed Aluminum Rail-Coach Factory in Orissa, which will serve the long standing demand of the State.

At length, I would request Hon'ble Railway Minister through you Mr. Speaker Sir, for sanction of at least additional amount of Rs. 400 crore in the Budget for the ongoing projects and also accord necessary sanction for the new lines in the Budget 2006-07. I would urge the Hon'ble Railway Minister through you Speaker Sir, for allotment of this amount in the Budget and sanction of Rs. 4958.47 crore within next five years for completion of the ongoing projects, which will go a long way in developing infrastructure for the Railways in the State of Orissa and culminate in overall economic growth of the State.

[Translation]

DR. RAM LAKHAN SINGH (Bhind): Mr. Deputy Speaker, Sir, you have given me ten minutes to speak on the budget. Sir, I rise to oppose this budget. Lalu ji has tried his best to make this budget attractive but

perhaps Lalu ji has forgotten those slogans which we had raised alongwith him 'Jab tak dukhi kisan rahega, dharti par tufan rahega' (till farmers are in misery there will be agitations on earth) and Desh ke vikas ka raasta khet aur khalihan se hokar gujarta hai (the path of development of the country passes through the farms of farmers).

You have announced to run A.C. Garib Rath but I want to say to the Hon'ble Minister that if you would have fixed its fare equivalent to that of sleeper coach then the operation of Garib Rath could have been justified. When you have fixed its fare only 25 percent less than that of A.C. three tier then can we imagine that those poor fellows would be able to travel by it? We urge that you must run A.C. Garib Rath but alongwith this we want that you must think about the poors who travel in general coaches. As we know there are very limited general coaches in the trains and the poor passengers travelling in them are often packed like anything, on the other hand if we go inside A.C. Coaches, we find that a number of seats are lying vacant there. I urge that if you increase the number of general coaches then the people will get huge relief from it. I want to say that you just run few such trains with sleeper and general coaches only so that they could travel conveniently. One of my suggestion is that in summer season we usually find and you must have also noticed that people fight with each other for water. Some are able to get water while others are not. I have also suggested it earlier that if water cooler is fitted in the general coach itself, which will not cost much then it will be easy for passengers to get water.

Secondly, it has been talked about to increase the speed of the trains. They have said that speed will be increased but now the situation is such that the trains are running late because of tracks. Trains are running late by one hour to four hours. So, I have to say that unless you improve the condition of the track, how can we increase their speed and if the speed will be increased then the train will get derailed from the track. So, first of all get the tracks improved. ...*(Interruptions)* Mr. Deputy Speaker, Sir, if you start ringing the bell like this then I will not be able to raise issues related to my constituency.

I want to say one important thing that except the trains bound to South India in all other trains the boys working in pantry car are mostly either from Bihar or from Bhind. My submission is that if any tragedy happens with these boys then the contractors do not owe any responsibility and since they are not employees of the

department of railways, so why should railways take their responsibility? Therefore, I urge you to find a solution of this problem. Railways should interfere in case of the boys who are working there as contractors employees. There is no job security for these employees and they are totally on the mercy of contractors. If any 'untoward incident happens with them then they have no other way out. So, it is my submission that government should find out way for them because due to unemployment work there under compulsion and not out of choice. So, the department of railways should interfere in such cases that if any mishappening happens with them then the contractor will be bound to help them.

Now, I want to urge something for my constituency. A railway line—Guna to Itawa is being laid over there. It was to be completed in 2005 but now it has started 2006, but the work has not yet been completed. In this railway budget the time for its completion has been extended upto 2008. Hon'ble Minister has clarified that the work was not completed there as the land could not be acquired for the said project, so it took time. I say that the land has been acquired there and now much work is not left over there. In this railway budget you have allocated Rs. 25 crores for this project. Only a nominal amount is left over. I request you to allocate that fund also and complete it in 2006 itself. You just give such direction to your department. This is our desire that this work is completed in 2006 itself and inaugurated by your goodself.

Survey for railway line was done in 1998 there. Bhind is a backward district dominated by dacoit. There is hardly any employment in this district. Survey for this railway line was completed in 2003 but no funds have been allocated for the project till now. In this regard, I met to the Hon'ble Minister personally. He had assured that he will try his best and allocate funds this year itself. I urge that this railway line is an important one and essential for the development of Bhind. So you allocate some funds in this budget. There are a number of unemployed persons in Bhind. Many people go to Ahmedabad from there. Bhind-Kota train is operating. I urge that this train may kindly be extended upto Ahmedabad. This will give a direct train to whole of the Gwalior division. Many people go to Ahmedabad in search of jobs. So, if you do something in this regard then we will be benefitted highly.

An intercity train runs between Bhind to Indore thrice a week, I urge that this train should be operated daily then it will be more convenient. Datia district comes under

my constituency. There Pitambar Peeth is a famous shrine. Large number of pilgrims from all over the country comes here because of this. The people of this place demand that Jhelum Express may be given stoppage here.

SHRI LALU PRASAD: I have just ordered for it.

DR. RAM LAKHAN SINGH: I thank you very much for this.

[English]

MR. CHAIRMAN : Please conclude.

...(Interruptions)

MR. CHAIRMAN: You address the Chair. I cannot allow it. You have to address the Chair, but you are addressing to Shri Lalu. Please conclude.

...(Interruptions)

MR. CHAIRMAN: You please provide a chance to other Members to speak. If everybody does like this, then nobody will be able to conclude in time.

...(Interruptions)

[Translation]

DR. RAM LAKHAN SINGH: At last I want to talk about my constituency. If you construct a railway over bridge over there then it will be more convenient for the pedestrians. It will not cost you more and people will get benefitted.

[English]

MR. CHAIRMAN: Nothing will go on record except the speech of Dr. Rajesh Mishra.

*...(Interruptions)**

MR. CHAIRMAN: You are a very learned Member. Why can you not restrain yourself? Why can you not control yourself?

...(Interruptions)

[Translation]

DR. RAM LAKHAN SINGH: I am concluding there is no railway crossing in my constituency. So, kindly arrange for it and construct wide road over there then it will be more convenient. Just one point more and I conclude.

...(Interruptions)

*Not recorded.

[English]

MR. CHAIRMAN : Nothing will go on record except the speech of Dr. Rajesh Mishra.

...(Interruptions)*

MR. CHAIRMAN : Dr. Rajesh Mishra, you begin your speech now.

...(Interruptions)

[Translation]

DR. RAJESH MISHRA (Varanasi): Sir, I thank you for giving me an opportunity to speak on the Railway Budget. Sir, this is a historical budget post independence. Some hon. Members were hopeful of getting new trains in their parliamentary constituencies while hon. Laluji was presenting the budget but on getting disappointed they started opposing it. But the Members from the ruling party or the opposition are not the only authority to decide about the merits or demerits of the budget. It is the common man who can tell about it. I was in my parliamentary constituency after the presentation of the Railway Budget. I visited the 'Kau' junction of my parliamentary constituency where a local farmer asked me a question in his local Bhojpuri language. I want to quote in the local language which is the language of the farmer and the common man. In that language he asked me "Laluji kaun sa chamatkar kar diney ki aiseen rail budget pass hui gain." For the first time, this budget has taken care to provide facilities to the poor rural people. For the first time, the farmers are feeling as to what miracle has taken place that the poor rural people are being given concessions up to 60 per cent in the railway fare while nothing has changed, the railway officers are the same and trains are the same. He further stated in Bhojpuri, "Laluji, Sonia ji, Manmohan Singh ji "Kaun Sa Chamatkar aiseen karihain ki ab hamhu log air condition main beth kar train main yatra kai lai". Sir, it is a historic budget and no Minister has ever presented this kind of a populist Budget. It is a historic budget because it is a rural friendly budget. Some hon. Members from the ruling UPA Government called it a historic budget. Members from the opposition raised some demands but they also called it an appropriate budget. It is a historic budget

*Not recorded.

because for the first time with the efforts of hon. Lalu Prasadji, the Railway Ministry, facilities for the Railway employees and the common man who travel in train have been upgraded to an extent that the Indian Railways is competing with the international railways. How it became possible? I would like to speak on it in very few words. For the first time, the Railway has got a balance fund of Rs.11000 crore. As per this budget, the Railway has raised a dividend to the tune of Rs.11,100 crore through internal resources which has never happened before. The same Railways was left with a paltry balance fund of Rs.350 crore only in the year 2001 and the railway officers were worried about the fate of the department. Within 9 months of the year 2005-2006, the income from frank loading and transportation of goods increased by 10 per cent and 18 per cent respectively. The Railways is making efforts for upgradation. Efforts are being made to increase the speed of the existing trains. Hon'ble Laluji has introduced some new trains also and train are running faster. The improvement made in the field of transportation of goods this time is unprecedented. Wagons are being made as per the international standards and for the first time collaboration of public partners is being invited. The process of using I.T. and making reforms of international level has been initiated. Efforts are being made to induct modern signalling and tele-communication techniques to bring the Indian Railways at par with international standards. Such steps indicate that for the first time after independence efforts are being made to increase the railway facilities. Upgradation of railway is taking place. Public is getting the facilities of international standards. We can say that hon. Laluji has kept the words of Shri Manmohan Singh ji by upgrading the Railways to match international standards. Within 18 months of his tenure Laluji has been able to generate the maximum possible revenue from the Railways. For the first time, common man friendly Railway Budget has been presented in the country. The very mention of 'Garib Rath' strikes in the minds of the common man, as if it were Shri "Advani's Rath". We explained to the people that it is not the same 'rath' rather it is a common man's 'rath'. This rath is not going to devastate anything rather it will help in reconstructing India. This 'Garib Rath' has been introduced through this budget for the first time(Interruptions). I do not want to discuss that. That was not a rath but it was a catalyst of politics of vote. They used that rath to garner votes and formed their Government.

*Not recorded.

[*English*]

MR. CHAIRMAN : Please conclude.

Shri W. Wangyuh Konyak can speak now.

...(Interruptions)

MR. CHAIRMAN: Now his time is over.

...(Interruptions)

[*Translation*]

DR. RAJESH MISHRA: The poor people of the country are feeling that they will enjoy all facilities in this 'Garib Rath' ...(Interruptions). It was not a Ganga Rath* through which the Government was formed...(Interruptions)

[*English*]

SHRI KHARABELA SWAIN: Whatever unparliamentary words he has used, should be expunged. ...(Interruptions)

MR. CHAIRMAN: The unparliamentary words he has used will not be on record.

...(Interruptions)

MR. CHAIRMAN: Unparliamentary words used by anybody will not be on record.

...(Interruptions)

[*Translation*]

DR. RAJESH MISHRA: I would like to thank Shri Laluji for accepting my request. Shivganga train which was going to be withdrawn has been resumed from Banaras. AC Garib Rath would be introduced between Delhi and Patna. Hon'ble Laluji is a follower of Baba Vishwanath. He often goes to Vishwanath Temple. I would request that to facilitate people to visit this temple, the Garib Rath going to ply between Delhi and Patna should run via Varanasi. It will facilitate Laluji also whenever he visits that place(Interruptions).

[*English*]

MR. CHAIRMAN : Shri W. Wangyun Konyak is to speak now.

Please conclude. you have spoken at length about Shri Lalu Prasad and his Budget.

...(Interruptions)

[*Translation*]

DR. RAJESH MISHRA: The train plying between Mumbai and Ratnagiri should be run on daily basis as several people from Purvanchal region are living in Mumbai. A small coach factory situated in Varanasi near Babatpur should be upgraded. This coach factory is situated there since Pandit Kamlapati Tripathi was the Railway Minister. I would like to talk about Kashi and Prayag. There is no double line between these stations(Interruptions)

[*English*]

MR. CHAIRMAN: Your other demands can be given in writing. Nothing will go on record.

(Interruptions)* ...

MR. CHAIRMAN: Your speech will not be recorded. If you have any demand, you can give it in writing.

(Interruptions)* ...

SHRI W. WANGYUH KONYAK (Nagaland): Mr. Chairman, Sir, thank you for giving me this opportunity to speak on the Railway Budget for the year 2006-07 presented by Shri Lalu Prasad on 24.2.06. I have seen many reactions from all over the country in favour of and against the Budget, but we, the Nagas, do not know much about the facilities given to the people by the Railway Ministry. Therefore, neither can I go against the Railway Budget nor can I support it. However, I have a few points to mention here for the kind consideration of the hon. Railway Minister.

Sir, I really appreciate the hon. Minister because he has said that a special recruitment drive for filling up vacancies for SC, ST and OBC Classes has been started in the Railways, and he has also extended the age limit up to one year. But, in my opinion one-year extension will not be enough. I feel that it should be extended to three years more for rural and remote area candidates. Why am I saying this? I am saying this because of the postal problem being faced there. For example, if a letter is dispatched to Tawang district in Arunachal Pradesh, Tuensang in Nagaland or Sikkim, then it is delivered after

[Shri W. Wangyuh Konyak]

the interview is over. Therefore, the candidates are not able to participate or appear in the interview. I would suggest that, at least, a three-year extension should be given to the candidates of the Eastern States.

Secondly, it was mentioned in this year's Budget that 55 new trains are going to be started. But the Guwahati-Darbhanga line is the only line included from the North-East Region. It clearly shows that the Railway Ministry and the hon. Minister are not taking the development of Railways in the North-Eastern Region seriously.

I also appreciate the hon. Minister for proposing to start new '*gareeb rath*' trains for the poor people, but such trains are proposed to be run only in the States where other trains are already available like Uttar Pradesh, Bihar, etc. I would request the hon. Minister that it should cover the entire country, particularly, the tribal and backward areas of the country.

Sir, a decision was taken during the regime of the NDA Government that all the State capital headquarters will be connected by railway lines. This was the decision taken in this matter, and I hope that it will be available in the Ministry. I am definitely happy that a few good schemes have been taken up for the North-Eastern States, under the NF Railways, and I had also taken up all these issues with the hon. Minister several times.

Dimapur Railway Station is not a railway station, which was constructed by the present or earlier Government, but the Britishers constructed it. It is the only railway station touching Nagaland. I am happy that Shri Lalu has, at least, done something for Dimapur Railway Station after he took charge of the Ministry. I have been writing to the hon. Minister, and he used to reply with complete details.

Many people were killed after the bomb blast incident. Still, not much improvement is there except for few facilities being provided there. Therefore, I want that more facilities should be there, especially, after the occurrence of the bomb blast incident. I am mentioning this because the Railway Ministry, the Home Ministry, and the State Government too are taking interest in this matter.

In fact, I consider the Dimapur Railway Station like Patna Railway Station. Why I am saying so? This is because almost 100 per cent porters there are *biharis*, and all the *bihari* porters are suffering a lot. It is because there is no cloakroom at the railway station, and there

is no toilet in the room for the labours. Therefore, I request the hon. Minister and the Ministry that the only railway station in Nagaland, that is, at Dimapur should be improved immediately.

Sir, Naganimora Railway Station in Nagaland was established in 1920s by the Britishers, and it was not during the tenure of the hon. Minister Shri Lalu. What has happened to it now? It has been abolished. This sort of thing is happening at a time when many new projects are being taken up in other States. It is only 16 kms. Therefore, I feel that it is a crime committed by the Ministry that the railway station constructed by the Britishers is being abolished, and that too at a time when you are going for new projects in other States. Why was it done like this? I feel that encouragement should be given to a State like Nagaland.

Secondly, Sir, one Railway Station at Tuli was established. I had requested the Minister for extension of the present Tuli Railway Station up to Tuli Paper Mill. All the proposals along with the detailed project report have been submitted to the Ministry in 2001 and sanction has been accorded. However, instead of running the train between Amguri in Assam to Tuli, it has been stopped since last year. What is the reason for it?

MR. CHAIRMAN : Since you are from Nagaland, I have given you time. Please conclude now.

SHRI W. WANGYUH KONYAK : I want that a clear explanation should be given to me as to when the Tuli Railway Station will be extended up to Tuli Paper Mill. If the Government is thinking that all the States are under the Indian Union, whether there are any proposals to take up construction of rail link between Dimapur and Kohima. If so, which company will be doing that?

We always talk about North-East, Jammu and Kashmir and Jharkhand, be it in the Finance Minister's Budget, President's Address or the Railway Budget, but where are the works being undertaken? I want that all these works should be undertaken immediately.

Lastly, I would request the hon. Minister to immediately take action on the following points.

Dimapur Railway Station should be improved with all the required facilities;

Amguri - Tuli Train service should resume immediately with extension up to Tuli Paper Mill;

[Shri Sunil Kumar Mahato]

Minister has also mentioned regarding 'Garib Rath'... *(Interruptions)*. Hon'ble Minister has mentioned that expansion is being carried out in the Railways through Modern Techniques and expression of new railway line is being carried out for carrying out freight activities, at least these lines should pass through Jharkhand and Jamshedpur as the steel produced by the Tata in Jamshedpur is being marketed throughout the country and if it is transported through railways it would result in great earnings. The country would prosper and progress. There minerals reserves are also available in abundance. Today there is demand at international level also then the railway can earn sufficient income if it starts transportation of steel. Today there is a shortage of group C&D level employees in the Railways, their recruitment is not being made. It seems that today in railways the recruitment of officers has increased 7-8 times. There are four officers for one worker. Today 14,700 officers are on the rolls but the number of porters or labourers is same since 1951 till now. Can one official do loading? Therefore, it is my request that the class-IV posts which are lying vacant should be filled. This way more and more people would get employment.

Mr. Chairman, Sir, If the survey is made, the budget presented by the Hon'ble Minister of Railways would be placed at first position in popularity be it at national level or at international level. Therefore as a supporting party, we are proud that such a person have presented a commonman's railway budget with deep understanding. Certainly in the coming time, the people of other parties would not be able to criticize them. It is a historical budget for Poor people, farmers, labourer class and students community of our country. I whole-heartedly appreciate this budget.

SHRI ASHOK PRADHAN (Khurja): Mr. Chairman, Sir, I fail to understand the meaning of "Garib Rath" (Chariot of poor people) as mentioned by hon'ble Railway Minister in his budget. How a poor person will afford to travel by A.C. Rath (Chariot)? One of my colleagues was mentioning that the fare of this AC 'Rath' (Chariot) has been reduced by 25% only which should be reduced more. The "Garib Rath" (chariot for the poor people) mentioned by the hon'ble Minister is actually not for the poor people but for the affluent people only. People are affording AC Coaches and air traveling only because the country has strengthened economically during the regime of NDA. Government and their financial condition has improved. The entire credit goes to the previous Government of NDA. Therefore, why to call a poor person

a poor one. It would be better if the chariot of the poor people was called chariot of the common man.

The profit of Rs. 11 thousand crores as mentioned by the hon'ble Railway Minister in his budget speech is not earned because of any magic wand of UPA Government in the last 18 months. I would appreciate the railway Minister for formulating the budget so smartly that a profit of rupees 11 thousand crore is being shown. It all has happened because of the strong economic policy of the previous Government of NDA. This strengheness was attained during the Prime Ministership of hon'ble Shri Atal Bihari Vajpayee. Country became prosperous and people got employment and railway has got business which includes loading, unloading, etc. Railway has earned this much profit only because of that.

Mr. Chairman, Sir, it is right that hon'ble Minister has announced to introduce new railway tracks and trains. However, it should be done in a time bound programme. It is easy to announce schemes in the budget but to accomplish them in a time-bound manner is more important. I hope, hon'ble Minister will pay attention towards it.

Mr. Chairman, Sir, hon'ble Railway Minister has not made any concrete provision in the budget for the safety in train. Proper consideration should be give for the safety of railway passengers and to prevent railway accidents. More provisions should be made in this regard.... *(Interruptions)*

SHRI LALU PRASAD: Please suggest in this regard.

SHRI ASHOK PRADHAN: Hon'ble Minister is wise enough, however, I will definitely give suggestion as soon as I get time. Today there is a paucity of time as other members have yet to speak. I will definitely give in writing. More provisions are really needed in this regard. Somehow, it should be done. My suggestion should be considered from safety point of view also.

Sir, passengers of general compartment do not have the facility of extension of ticket if they want to switch over from one train to another. Usually, T.T. remain absent on the station. Arrangements should be made to provide this facility to the passengers of general compartment.

Sir, I would like to thank the hon'ble Railway Minister for the provision to construct Freight corridor. My Parliamentary constituency Khurja is also included in it. The corridors include the places from Jawaharlal Nehru Port to Baroda, Ahmedabad, Palampur, Jaipur, Dadri and the Eastern Corridor includes Ludhiana, Ambala,

Survey for construction of a new line between Dimapur and Kohima should be included in 2006-07 Budget; and,

Simalguri (Assam) to Naganimora Rail Service—it is a historical place. Therefore, the British Government has constructed this—should be revived immediately because the distance is only 16 kilometres.

The Ministry should come out with an open policy. The proposals should not remain only on paper; they should be really implemented.

[Translation]

SHRI SUNIL KUMAR MAHATO (Jamshedpur): Mr. Chairman, Sir, this year's Railway Budget presented by the hon'ble Railway Minister is appreciable. He would turn the passengers into king, there is no doubt about it. This budget would fuel the economic development and would contribute in industrial and trade development. By not increasing the fares and through the use of latest techniques in freight transportation the freight transportation would become cost effective, which would help in containing price rise. My Home State Jharkhand abounds in the work related to mineral mining and for the transportation of the same to the other states, rakes are not available as per the requirement for instance in the Railway discussion of Chakradharpur, there are 30 thousand indane where only 20 rakes are provided each day. Therefore, I believe that the intention of the Railway Minister to increase the railway wagon production capacity by 25 percent would fulfill the need of Jharkhand State and the State would get relief.

The work done by Railways during the last two years is historical. Railway has started earning additional incomes. Freight and transportation accounted for a record 669 million tonnes. We are grateful to the hon'ble Railway Minister for bringing this change. This year the fund balance of the railways has been 11 thousand crore rupees, which is in itself record. My home state Jharkhand and my constituency Jamshedpur, which falls under the Chakradharpur railway division accounts for the second largest source of income, whereas Bilaspur division stands at first place. These two railway divisions are adjoining to each other.

Hon'ble Minister Sir, three division namely Bilaspur, Raipur and a part of Nagpur which was formerly a part of south eastern Kolkatta falls under Bilaspur Railway Zonal

Office. Which was converted into a zone last year. For the last many years agitation has been going on to convert the Chakradharpur railway division into a zone. If Chakradharpur Ranchi and Dhanabad are given a status of zone, it would obviate the problems related to rakes, labourers and common man. In the Chakradharpur of southern railway zone of my constituency Jamshedpur, for the last many years recruitment to the class-III and IV posts has been stopped, whereas in the other states this has been going on. Recruitments are made in other states and then they are transferred here. At least the posts which are being surrendered, that shall not happen there as it is likely to deteriorate the situation in the future. In Jharkhand. Factories and mines are closing down as there are no industries and this factor is encouraging terrorisms in the State. People are unemployed there. There, out of the 24 districts 22 have become terrorism affected. If unemployed are provided with the employment opportunities recruitment is made to the class IV posts, then certainly we can control terrorism to a large extent. There exists a backlog in the Chakradharpur division. Hon'ble Minister has mentioned in his budget speech that they are filling the backlog vacancies of SC, STs and OBC in the Railways. In the Chakradharpur division 2000 to 2200 posts of Gangmen are lying vacant to which recruitment has not been made. We want that Minister should take initiative to fill these posts. In the last budget a new railway line was announced connecting my constituency Jamshedpur of Jharkhand to Ranchi via Kandra and the new railway line would connect Jamshedpur Kandra to Ranchi. The people of Jamshedpur were quite happy after the formation of a new state and the survey was made in the last budget. The hon'ble Railway Minister had also made an announcement but it has not been reflected in this year's budget. We want that under the findings of that survey, new railway line should be extended and Jamshedpur should also be connected to Ranchi. As far as the strengthening of Tata Nagar Railway Station is concerned, the most dense - populated area of our state. We and many NGOs have also written several times to the Hon'ble Minister regarding the construction of overbridge at Tugsalai Railway Crossing but till date no action has been taken. Under the Chakradharpur division there are many such tribal dominated areas, where advertisement about recruitment do not reach either through newspaper or by other means. Therefore we want that recruitment advertisement should be made public through the local publicity. They should be recruited through the people's representative. Those people should also be given this opportunity. The Hon'ble

Saharanpur, Khurja and Sonnagar also. I would like to thank the hon'ble Minister because he has considered the demands carefully. Both these corridors are connected with Khurja.

Sir, Pottery industry of Khurja comes at number two in Asia. The station at Khurja is very small and modern ticket facilities are not available there though a world famous big pottery export center is situated there. This station should be expanded and converted into a modern station of national level so that the exporters and importers visited there could be benefited and Pottery industry of Khurja could be promoted.

Sir, a Container Depot has been constructed at Dadri in Greater Noida which is the largest depot in Asia and is providing an income of Rs. 1000 crore annually to the Government. However, Dadri is a very small station for this container. It should, therefore, be expanded and developed as a modern station to benefit the people coming even from the far-flung areas. Besides, an over bridge has also been sanctioned for Dadri. In the absence of this bridge, thousands of people remain waiting at the railway crossing for hours which is the sheer wastage of time and money. Therefore, over-bridge should be constructed immediately. It has been sanctioned but could not be started because of the railway itself. Last time also, we got it sanctioned. Please get the construction work started on it so that we could also get an opportunity to welcome you. I had requested Shri Rathwa earlier also and today I am requesting the railway Minister also. Please get it done. It is in the interest of the people of my constituency.

Sir, Bulandshahar is district headquarters but there is no train from there to Lucknow or railway line for distant places. If Ghaziabad or Meerut is connected with Chaula Station, Bulandshahar will get the railway connectivity directly and traffic burden on Ghaziabad will also be lessened. My hon'ble Colleague Shri Surendra Ji must have spoken for Ghaziabad. At present, 18 trains have stoppage there but the station is in a very bad condition. Modernisation of the station should be done...*(Interruptions)* During the tenure of the previous Government. Fatehpur Makanpur halt in my Parliamentary Constituency was made but trains do not stop there. A provision should be made in this regard. I have given in writing to Shri Rathwa ji and to you also. I will be grateful to you if it is done. Please make arrangements for ticket distribution system.

Sir, an international expo-mart on the lines of Pragati Maidan has been constructed in Greater Noida. It will be very kind of you, if a railway line is laid there also ...*(Interruptions)*

[English]

MR. CHAIRMAN: Mr. Goyal, he is not yielding. Please take your seat.

...*(Interruptions)*

[Translation]

SHRI ASHOK PRADHAN: Metro is being introduced but outside passengers will not come by metro. They will get down at Dadri or Greater Noida. It would be better if a train is introduced from there also...*(Interruptions)* It would be your greatness if some trains are provided halt at Dadri station. In the entire country, Bulandshahar and Khurja...*(Interruptions)* trains come but do not stop there.

[English]

MR. CHAIRMAN: Mr. Pradhan, you please address to the Chair.

...*(Interruptions)*

[Translation]

SHRI ASHOK PRADHAN: Bulandshahar and Khurja have the largest milk market and are the largest suppliers of milk in the country. It would be your grateness if a train is introduced from there to facilitate the milkmen of the area. I have two-three more points to submit but that I would give in writing. EMU may also be started to facilitate the daily passengers.

[English]

MR. CHAIRMAN: Now Mr. M. Raja Mohan Reddy.

[Translation]

SHRI KHARABELA SWAIN: Sir...*(Interruptions)* Separate departments may be set up and conferred with the power to take action against them...*(Interruptions)*

[English]

MR. CHAIRMAN: Nothing will go no record except the speech of Mr. Reddy.

...*(Interruptions)**

SHRI M. RAJA MOHAN REDDY (Narasaraopet): Mr. Chairman, Sir, I rise here to support the Railway Budget for the year 2006-07. I must take this opportunity to thank the entire UPA constituents. Under the dynamic guidance and vision of its Chairperson and the able leadership of the hon. Prime Minister; the hon. Railway Minister has presented this Railway Budget fulfilling the aspirations of one and all.

Sir, now, I would try to make some salient points relating to the Railway Budget. I would place the rest of my speech on the Table of the House. The lesser fares, faster travel, better facilities, easy ticketing, reduction in operation costs and passing the benefits to consumers, are some of the bright features of the Railway Budget.

However, I must point out that there are still a number of weak bridges in the country where there is speed restriction. The so-called Superfast Express trains also, by the time reach the weak bridges, have to go at the speed of just 15 kilometres to 20 kilometres per hour only. Thus, a lot of time is being wasted. In this regard, I would request the hon. Minister to look into this matter and construct all the weak bridges in a phased manner and specified time.

Sir, there are a number of stations, where the minimum basic amenities are also not available. Then, there are many stations where the platforms levels are at the lower level — at the rail level. Those platforms have to be raised because it is very difficult for children and older people, in particular, to get into and get out of the train.

I would also request the hon. Railway Minister to provide the toilets in the trains on the model of developed countries, in order to keep the environmental surroundings, station premises and tracks neat, clean and pollution free. It is there in the developed countries and I wonder whether it is possible here in our country. So, I would request the hon. Railway Minister to look into this problem. It is high time to think of gangmen who are working in such unfortunate conditions. It is a very important factor. I think, India is supposed to be a developed country by 2020, by which time, we must overcome all these problems.

Sir, I understand that there is a shortage of 5,000 coaches in the country. Usually, the life span of a coach

is just 20 years, but I am given to understand that there are a number of coaches which are being run even after 35 years.

This is a very unfortunate situation. We have to overcome all these things. We may have to set up another coach factory to fulfil all these things. Otherwise, it will be a traffic hazard.

I would like to mention some of the new lines in my area of Andhra Pradesh. There is one line between Nadikudi-Srikalahasti, which is passing through four districts of Nellore, Prakasam, Guntur and Chittoor, which is an alternative route between Hyderabad and Chennai. It will be not only an alternative route, but also an all weather route. It is passing through Nagarjunasagar Anicut area and many under-developed areas are there in these four districts which ultimately connects Chennai. It will be an alternative route and an all weather route between Hyderabad and Chennai. For the last 15-20 years, it is pending. As a Member of the Ninth Lok Sabha, I had requested the then Railway Minister, but it is still like that. I would request the hon. Minister to look into this.

Another line is between Narasaraopet, which is the headquarters of my Parliamentary Constituency and Peduguralla. This is a very important link between Narasaraopet and Hyderabad as well as Chennai. This line is running only for about 33 kms. In the last Monsoon Session, the hon. Minister has asked the Members of Parliament to give some important lines in their Constituencies for inclusion. I had represented the matter to the hon. Minister. I would request him to look into this.

Moreover, there are instances where the Railway Minister started new trains without announcing it in the Budget, for the last many years. But I am sorry that Andhra Pradesh has not been given its due share in the Budget. There is a perception among the general public that the State has been neglected. It is not unjustifiable for the people of Andhra Pradesh who have voted massively for the Congress Party and its allies to expect that their reasonable demands are met. I would like to say that the earnings of the South Central Railway are also very high. I would request the hon. Minister to correct this imbalance and try to do the needful.

I am placing on the Table of the House, the rest of my speech; to save the time of the House, I am doing so. Thank you very much.

"Sir, lesser fares, faster travel, better facilities, easy ticketing, reduction in operation costs and passing the benefits to consumers, are some of the bright features of the Budget.

Passenger earnings, other coaching earnings and sundry earnings are expected to register a growth of 1 per cent, 19 per cent and 56 per cent respectively. Gross Traffic Revenue is expected to be Rs. 54,600 crore, higher to previous year.

Technological upgradation, modernisation of signalling and telecommunication technology, use of IT in improving services in every field of Railway working has been given the utmost priority, which must be appreciated.

But, Sir, still there are a large number of bridges in the country, which have over-lived and are considered dangerous and unsafe. Trains have to restrict the speed limit while crossing these bridges, causing unnecessary delay. Moreover, there is always a danger to the precious lives of the passengers.

I would request the Railway Minister to set up a committee to conduct a survey of all such old and age-bar bridges, and identify and rebuild them in a phased manner. After all, nothing more is important than human lives.

Sir, my next point is about amenities at railway stations. Government may consider providing toilet facilities in the running trains like other developed countries, to keep the environmental surroundings, station premises and tracks, neat, clean and pollution free. I think it is high time to think of gagmen working in such unfortunate conditions.

I understand that there is a shortage of about 5000 passenger coaches. There is no proposal to set up new manufacturing factories. Average lifetime of a coach is about 20 years but thousands of coaches in Indian Railways are more than 20 years or even more than 35 years old.

I would like to suggest that the Government should consider the feasibility of setting up new coach factories in the country with new international design with shockproof and fireproof technology in case of accidents. Kazipet in Andhra Pradesh may be considered for the purpose.

Sir, there are instances where the Railway Ministers have started new trains without their announcement in the Railway Budget during the last 5 years.

But, I am sorry to say that Andhra Pradesh has not been given its due share in the Budget. There is a perception among the general public in Andhra Pradesh that the State is neglected. It is not unjustifiable for people of Andhra Pradesh who massively voted for Congress Party and its allies to expect their reasonable demands are met. I would like to point out that South Central Railway earnings are also very high.

In comparison to other Zonal Railways, South-Central Railway zone in Andhra Pradesh is far behind and neglected whether it is construction of new lines, gauge conversion, doubling, traffic facilities, computerisation, bridge works, work-shops, face lifting of railway stations or passenger amenities.

Sir, I would like to come to the specifics. Some eight important on-going projects of new lines concerning Andhra Pradesh sanctioned since 1997 are still at initial stages.

Similarly, 4 projects for doubling and 6 for gauge conversions are lying under various stages of completion.

I would like to request the Railway Board to accord necessary sanction to all these important projects and complete them within stipulated period to avoid cost-escalation.

Now, I would like to say something about the new railway lines, which are to be taken up:

A new railway line from Nadikudi to Srikalahasti: It is a very important line covering Prakasam, Nellore Guntur and Chittoor districts. This is a long pending proposal. This line will cover the backward areas, (i.e., Rompicherla, Vinukonda, Darsi, Podili, Kanigiri, Pamuru, Vinjamur, Atmakur, Rapur and Venkatagiri), - of four districts covering 350 kilometres. A survey is also completed. Railway Board has sanctioned for updating of survey report in 2004-05. Accordingly, the survey report has been submitted to the Board in February, 2005. The cost is Rs. 711.52 crore with a ROR of 15.08 per cent. This will be an alternative route and all weather route between Hyderabad and Chennai. It is passing through Nagarjunasagar Ayacut area and also backward areas of four districts. It satisfies all the norms of Railway Board for taking up of new railway

*..... * This part of the speech was laid on the Table.

[Shri M. Raja Mohan Reddy]

lines. Even though, it is an important line, there was no mention of this in the Railway Budget.

Another railway line from Macherla-Nalgonda (81.60 kilometres) was sanctioned during the year 1997-98. Final location survey was also completed. Detailed Estimate was sent to Railway Board. This was pending since eight years. During the current year, only a fund of Rs. 1 crore have been allotted. This line will benefit to the backward areas in both Nalgonda and Guntur districts.

Markapur-Donakonda-Ongole—115 kilometres: Survey was completed long back and update survey is also pending before Railway Board since one year. This line update survey with a cost of Rs. 168.78 crore was submitted to Railway Board on 15.09.2005. This line passes through Chimakurthy where the world famous galaxy granite is located.

Piduguralla-Narasaraopet (33 kilometres): This is a very important link which connects Narasaraopet with Hyderabad and Chennai. Narasaraopet is the divisional parliamentary constituency Headquarter. I would like to request you to consider and sanction the project for early execution.

Now, my next point is about new trains. In the matter of starting new trains and also upgrading of trains with world-class amenities, Andhra Pradesh is neglected. There is necessity to start new trains in the following routes:

Secunderabad-Visakapatnam-Secunderabad, a super fast train is to be started.

Narsapur-Tirupati via Palakollu

My next point is about survey for new lines:

Cuddapah-Bangalore — 172 kilometres via Madanapalli (17.37 per cent ROR)

Kovvur-Bhadrachalam-150 kilometres (Sattupalli Coal Mines) 28.59 per cent ROR)

Vishnupuram-Jaggayyapet — 55 kilometres (23.54 per cent ROR)

Secunderabad-Dronachallam — 297 kilometres (16.42 per cent ROR) — doubling

Vijayawada-Gudiwada-Machilipatnam and Narsapur — 175 kilometres (18.28 per cent ROR) — doubling and electrification.

Now, my next point is about Funding. For many ongoing projects, the funds allotted in this Budget are very meagre when compared to the actual amount required.

I would, therefore, request the hon. Minister to consider the various proposals and suggestions, submitted either by the State Government or its Members of Parliament and do justice to Andhra Pradesh which have been totally neglected and sidelined in the field of railway network.

My next point is about Computer Reservation facilities. Sir, a number of important stations are yet to have computerised reservation system in my parliamentary constituency, which are pending before Railway Board. I request you to kindly accord the necessary permission.

My next point is about the requests pending with Railway Board pertaining to Andhra Pradesh. There are some very important proposals pertaining to Andhra Pradesh as well as my parliamentary constituency. But to save the precious time of this august House, I am laying the details on the Table of the House.

Hence, I would like to request the hon. Minister through you to kindly take early action on these projects of Andhra Pradesh.

- Electrification of the railway line from Bibinagar to Nadikudi.
- Introduction of more daily shuttle trains from Vizag to Borra Caves for the development of Tourism.
- To provide a local passenger train DMU from Narasaraopet to Guntur or onwards.
- Extension of Simhadri Express to Narasaraopet. At present this was running up to Guntur only. Facilities to stay the Express Train (Simhadri) in night time at Narasaraopet may also be provided.
- Extension of 482 Passenger (Narasapur - Guntur) up to Vinukonda
- To provide box-type road under bridge of size with 8 ft. height and 15 ft. breadth at KM-46 at Narasaraopet Railway Station limits. This was a long pending issue.
- To provide Foot Over Bridge in Vinukonda Railway Station and raise the height of the 2nd platform.

- To provide second platform and Foot Over Bridge in Markapur Railway Station.
- To raise the level of platform and cover over area in Cumbum Railway Station.
- To provide Foot Over Bridge and to raise the level of 2nd platform in Piduguralla Railway Station.
- To extend the cover over platform and lighting facility in Gurazala Railway Station.
- To raise the level of platforms, cover over platform and lighting in Rentachintala Railway Station.
- Reconstruction of Machera Railway Station Building and to raise the level of platform. It is an oldest station.
- To increase the number of Bogies to Secunderabad-Guntur Fast Passenger Train.*

MR. CHAIRMAN : Now, Dr. K.S. Manoj. You are the 90th person to speak. So far, 90 speakers have participated in this. There are 15 more to speak.

*SHRI SARVEY SATYANARAYANA (Siddipet): I take this opportunity to thank you very much for having allowed me to participate in the debate over the Railway Budget 2006-07. Presented to this August House by Shri Lalu Prasad Yadav, our beloved Railway Minister.

Sir, I congratulate the Hon'ble Ministers for Railways Shri Lalu Prasad ji, Velu ji and Rath ji and their team of officials in the Ministry who have contributed a lot to present such a novel, historic and people oriented, pro-poor and pro-commonman budget.

Shri Lalu Prasad ji had presented this budget estimate for the Indian Railways at a time, when there has been a historical turn around in the financial situation of the Indian Railways.

Sir, with the unprecedented achievement in growth of fund, and internal generation reaching a historic level of Rs. 11000 cr. respectively, the dream of our Hon'ble Prime Minister, making Indian Railways, the premier Railway of the world, has come true.

Sir, the general perception so far has been that Railways' finances can not be improved without increasing

second class passenger fares. But the approach of our Railway Minister is entirely different. Improvements can only be brought about by raising the quality of services, reducing costs and showing the resultant gain with customers. Sir, despite increase in the rates of power, diesel the charges and passenger fares have not been increased, which is a welcome measure.

Sir, the Hon'ble Railway Minister had termed the year 2006 as the 'Year of passenger service with a smile'.

"Man me bhav Seva Ka
Honto par Muskan,
Behtar seva wazib daam,
Rail ki hogi yeh pehchan".

With this the Halath of NDA hogi pareshan.

Sir, to help reduce queues at PRS counters, the Railways have now introduced in i-ticket and e-ticket through Rail Travel Service Agents.

The facility of i-ticket and e-ticket has been made available on all mail and express trains. The charges leviable on issue of e-tickets have been reduced by Rs. 20 per ticket in higher classes and by Rs. 15 per ticket in sleeper class which is also a welcome measure introduced by the Railways.

To make unreserved tickets available freely, the railways have also formulated a "Jansadharan Ticket Booking Scheme". Under which scheme, UTS counters will be made available to unemployed youth. In additions to this, under the 'Grameena Ticket Booking Service' agency will be given at road side stations to unemployed rural youth for issuing tickets, which will help solve the unemployment problem in the country.

The Railways have also taken up steps to modernize the passenger amenities by making all A & B category stations as model stations and to make stations buildings more beautiful, comfortable with modern look.

Sir, you are aware about 1.60 crore passengers travel on Indian Railways every day. The railways have also promised to provide modern facilities such as ATM, Cyber Cafes etc. at all major stations.

The Railways Minister had also promised to extend modern facilities in passenger trains. The Railway Minister had also promised to the provision of world-class passenger amenities and interiors in four popular trains.

* The speech was laid on the Table.

[Shri Sarve Satyanarayana]

The Railway Minister had assured for the Railways safety and security of passengers, particularly women in the sub-urban rail areas. The Railway Minister had taken a wise decision to assure the House in the Budget Speech that he will launch a special drive to fill up the backlog of vacancies of Scheduled Caste, Tribes and backward classes. The extension of age limit by one year beyond 2006 to the candidates belonging to these categories to apply for jobs, is a welcome measure.

Sir, the Hon'ble Railway Minister had also proposed to complete in 2006-07 over 550 kms of 8 new lines which includes Karim Nagar-Jagthyal of Peddapally-Nizamabad (at Sl. No. 8) of my State of Andhra Pradesh.

Sir, I am happy that gauge conversion in respect of Secunderabad-Bolarum of Secunderabad-Mudked is likely to be completed during this current year as is announced by the Railway Minister in the House. This particular gauge conversion is within my parliamentary constituency.

Sir, the Hon'ble Railway Minister, Shri Lalu Prasad Yadav ji is very kind enough to have announced in the House of the inclusive of the works of new lines in the budget which includes Manoharabad-Kothapally, Sir I come from a very backward area of Telangana Region in Andhra Pradesh my Parliamentary Constituency is situated in Medak District of Telangana Region.

You are aware, Sir, Medak District has come into prominence in the country because Mrs. Indra Gandhi, our late beloved Prime Minister was once elected from this District. It was a long pending promise that Medak and Siddipet, (my constituency) people will get the facility of Railway Line from Secunderabad but so far this has not materialised. It was also an election promise during my campaign in the elections that Rail will be brought to Siddipet under any circumstances and now that a new railway line between Moradabad and Kottapally via Gajiwet, Siddipet is sanctioned and a budgetary fund to the tune of Rs. 4 crores is provided in the Budget estimate to commence the preliminary work over this new line for which I am very much thankful and indebted to Shri Lalu Prasad Yadavji, who had taken special interest and care to fulfil the long pending demand of the people of Siddipet and the promises made by several political leaders including myself and late Mrs. Gandhi who was elected to Parliament from the same district.

Sir, there is an apprehension that Andhra Pradesh is very badly neglected in the allocation of funds and new train, new lines etc. and this was also brought to the notice of the Hon'ble Railway Minister by all the MPs from our state irrespective of party affiliations, when we met him in his chambers immediately after the Budget was presented to the House and the anomalies were noticed.

We have requested the Hon'ble Railway Minister through a representation duly signed by all the MPs of the State of Andhra Pradesh to take up three projects each development in all the three regions viz Telangana, Kotha and Rayalaseema on an equal basis without any discrimination of region.

The Railway Minister had assured us of justice and he has even expressed his willingness to join us in a delegation to the Hon'ble Prime Minister for grant of additional funds to Andhra Pradesh.

Sir, we all knew that the excellent performance of railways has been possible only due to the able guidance being provided by the Hon'ble Prime Minister. He has always been encouraging and providing assistance.

The Prime Minister had once appreciated the Railway Minister Shri Lalu ji as dynamic Railway Minister of the country, and in the words of our Hon'ble Prime Minister "The Railway Budget is pro-common-man-budget" which speaks so high of Mr. Lalu Prasad Yadav, his efficiency capability and competency to handle the affairs of the Railways in the country. He is always been trying to meet the expectations of public of constantly improving railway services.

I congratulate Shri Lalu Prasad Yadav, his colleagues and the Ministry for having presented such a novel budget, people and common man oriented budget and I support this budget which may please be considered for passing:

"Lalu jee Sangharsh Karo, Sara Desh Tumhare Sath hai."

*SHRI FRANCIS FANTHOME (Nominated): Sir, I commend the Railway Budget for its vision, foresight, market management, and great efficiency. Few ministries in the Government have transformed themselves to address the prevailing socio-economic challenges and

* The speech was laid on the Table.

opportunities, as the railways have done over the past two years. This has been achieved without conflicts within the system in a quiet effective manner with great finesse.

The Minister Shri Lalu Prasad ji and his team of officers have our appreciation for this outstanding achievement. The transformation of the Railways is a story of high caliber delivery in the sphere of public services. The manner in which a dependent delivery service has generated an outcome mechanism supporting income from services is remarkable by any management yardstick — and this has not emerged from what they teach at business schools but indigenous integration of good practices. The Indian Railways is one of the biggest management challenges in the world. Be it the movement of goods and people, modernization, systems management, development strategies, or marketing of services. The collective effort of Government to enhance the available transactions in all these areas, is admirable.

Nearly 50 crore people travel in the railways each month and Million of metric tones of goods transported, a huge task by any standard. Lalu Prasad ji is a man with great resources and high capability and what he achieves is humongous.

Sir, you are aware that the Anglo-Indian community was a participant in establishing the great tradition of the Indian Railways. The foundations laid about a hundred years back are now witnessing the castles that are possible. We feel the contributions were appropriate to the prevailing times and the efforts made are now bearing good results.

While the budget has rightly identified that technology and best practices should drive the new vision, it is necessary to introduce world class safety measures for the workmen, people and goods. The Minister is engrossed with this task and will achieve high standards in this sphere as well.

One of the major concerns of the people is sanitation and healthcare—on the platforms, in waiting rooms and the yards. This needs to be addressed on priority as people are most affected by poor facilities. Sir, over the years the sanitation workers have not kept pace with appropriate training and amenities, so that they meet the emerging requirements in terms of the expansion of services of the railways.

While members of this august house have focused attention in other areas I would like to draw the attention of the Hon'ble Minister to the increasing use of the railways as a platform for crimes. People are thrown out of running trains, assaulted and beaten and undergo humiliating experiences. Running trains provide easy get-away mechanisms and accountability is difficult. There needs to be a mission mode delivery that define railways as home away from home and the people who experience hardships should be cared for and the people who use the railway for un-civil purpose be given exemplary punishments.

Be it the setting up of the freight corridor, the modernization process, the introduction of the sky and metro railways together with technology up-gradation, the Ministry has our appreciation for their foresightful planning and outcome driven thrusts.

Sir, I conclude with warm appreciation and support the demand of grants for the year 2006-2007.

DR. K.S. MANOJ (Alleppey): Mr. Chairman, Sir, I thank you very much for giving me the opportunity to participate in the Railway Budget for the year 2006-07.

At the outset, I must express deep anguish and concern on behalf of the 3.3 million people of Kerala and around five million Keralites in other parts of India against the neglect shown towards them in the Railway Budget.

I should congratulate Lalu Ji for presenting the Railway Budget consecutively for the third time, without causing any burden of passenger and freight charge hikes. Under the leadership of Lalu Ji, the Indian Railways has marched to profits and dividend has been paid for the first time since 2001.

Indian Railways is a symbol of our national integrity and federal nature of our country. But the Railway Budget had thrown shadows into that vision. The other day also, we have discussed about the regional imbalances; it was on the eve of that, Lalu Ji had presented the Budget. I am constrained to say that in the Railway Budget also, regional balances are not met with. I hope that the hon. Railway Minister will rectify that anomaly.

In the *magna carta* of UPA Government, that is, the NCMP, it is assured that no profit making public sector

[Dr. K.S. Manoj]

undertaking would be disinvested. Even after attaining a historical level of financial situation, there is a strong move to disinvest the various services that are in the profit making areas. This is a sheer deviation from NCMP.

21.00 hrs.

MR. CHAIRMAN : Hon. Members, we have some more speakers to speak on the Railway Budget. If the House agrees, we may extend the time for the discussion by one hour. I would request all the hon. Members, speaking after 9 o'clock, to finish their speeches within three minutes.

DR. K.S. MANOJ : This, Sir, is a sheer deviation from NCMP.

Sir, the hard work of about 14 lakh railwaymen have effected a turn around in the financial position of the Railways but their future is not so bright. Lalu Ji has announced some simple staff welfare measures but there is a move to increase the burden on the railway employees. Since 1990, the staff strength has come down by about three lakh. The Budget speech mentions that the railway employees must be equipped with multiple skills and not just single skill. What does it mean? It simply means that the workload of staff will increase. In Railways, where the safety is of great concern, this move will deteriorate the safety position of the Railways. Even now loco running staff is forced to work continuously for 16 to 24 hours. This will result in more accidents. Reasons for many of the rail accidents point to the fatigability of the loco-running staff. So, the move to curtail the staff should be avoided.

Sir, there are lakhs and lakhs of licensed porters in Indian Railways and still many more work in the catering service of the Railways. Last year the parcel booking services in stoppages less than five minutes was avoided and this had resulted in the loss of job for many of the licensed porters. The move now to privatise the parcel booking and catering services will severely affect them.

In the Budget there is a proposal to convert Mail and Express Trains into super-fast trains. In a State like Kerala where the doubling of the railway line is not completed, this will not cut short the running time of the train. There is a strong resentment among the people that without getting the benefit of a super-fast train, the commuters will have to pay more charges. This should be avoided.

I now come to some of the demands pertaining to my State. In the three consecutive Budgets presented by Lalu Ji, Kerala has not got the adequate share. Kerala is one of the States that adds considerably to Railways revenue. It is a genuine demand that in order to avoid the disparity, there should be a railway zone with any of the megacities in Kerala as its headquarters. This whole situation has arisen due to the problem of neglect.

As far as Kerala is concerned, doubling of railway line is of utmost importance. In Kerala the railway line is over-utilized to the range of 140-150 per cent. The solution to entanglement of trains and delay in train services is to complete the doubling process which has already been initiated. Adequate funds should be provided for the completion of the remaining portion of Mangalore-Shoranur line. Exactly is the situation from Ernakulam to Kayamkulam. I am happy to know that there is some provision of fund for doubling of Ernakulam to Kayamkulam line *via* Kottayam but the allocation made is not adequate. The total fund for the completion of doubling of this line should be provided. Alongwith this, Ernakulam to Kayamkulam *via* Alleppey should also be considered in the current Budget.

Electrification is another problem in Kerala. There is no proposal with the Southern Railways for electrification of Mangalore-Shoranur.

MR. CHAIRMAN: All these points have already been covered. You can lay the rest of your speech on the Table of the House.

DR. K.S. MANOJ : All right, Sir. I may give some of the suggestions for the new trains.

A large number of students from Kerala are studying in professional colleges in Karnataka. More than hundred private buses are plying daily from Trivandrum and other parts of Kerala to Bangalore.

A daily train from Trivandrum to Bangalore is essential to meet this requirement.

MR. CHAIRMAN : This point has already been covered by your colleagues. You can lay rest of your speech on the Table of the House. Please conclude now.

DR. K.S. MANOJ : In a State like Kerala, inter-State express trains are very helpful for the daily commuters. But the number of bogies in these trains is very nominal. Usually, the number of bogies is nine or ten. Therefore,

the number of bogies should be increased. In Kerala, more number of such inter-city express trains should also be introduced.

Sir, due to paucity of time, I may be permitted to lay rest of my speech on the Table of the House.

* A daily train from Thiruvananthapuram to Bangalore is essential to meet this requirement or Bangalore-Ernakulam weekly train may be extended to Kochaveli (Thiruvananthapuram) and convert it into a daily train.

There are 15 lakhs Keralites in Mumbai and surroundings areas. Now there is only one daily train from Mumbai through Konkan (No. 6345 Nepavathi Exp) and another weekly train (No. 6331 TRY. Express on Mondays) Jayanti Janta takes a tortuous route to reach Trivandrum. Daily waiting list in more than 200-250. Daily evening trains from Mumbai CST to Kochuveli (Trivandrum) via Konkan through Madgoa is essential to solve this problem or Janti Jasathas may derouted through Konkan route.

INCREASE IN FREQUENCY

Frequency of Train No. 6603/6604 (Maveli Express) should be Inevisaged to seven days a week.

Ernakulam-Bangalore Exp. (2683/2684) should be converted into a weekly train and extension it to (Thiruvananthapuram) Kochurch Trivandrum — H. Nizamudin Express (T. No. 2643) should be converted into a triweekly train.

Chandigarh-Kochuveli (2653/2654) express should be converted into a Triweekly train.

TUM-INDORE (TRAIN NO. 325/6826)

Mumbai CST-Trivandrum (Tr. No. 6331 TRV Express) a weekly train should be converted into a daily train

Ernakulam-Jaipur (Tr. No. 2977/2978 Manisagar Express should be converted into a triweekly train

EXTENSION OF TRAINS

Bangalore-Ernakulam Exp. (2683/2684) should be extended to Kochuveli

H. Nizamaddin-Ernakulam Exp. (2617/2618 Mangala Exp.) Should be extended to Kochuveli

Lokmanya Tilak (T) Mangalore Express (2619/2620 Matsya Gandha Express) should be extended to Ernakulam.

Trivandrum-Ernakulam Jan Shatabdi Express (Tr. No. 2075-2076) should be extended to Shoranur.

Okha-Ernakulam (Tr. No. 6337/6338 Okha Express) should be extended to Kochuveli via Alleppey.

Rajkot-Coimbatore Exp. (6613/6614) should be extended to Shoranur.

Lokmanya Tilak-Coimbatore Express (1013/1014) should be extended to Ernakulam Jn.

Shoranur-Cochin Passenger Train (647/648; 649/650) should be extended to Kayamkulam via Allapppy.

Train 6305/6306 (Cannanore-Ernakulam should be extended to Alleppey.

NEW STOPPAGES

Rajadhani Express (Tr. No. 2431/2432) which is running a week is having no stop at Alappazha. Considering the unique importance of backward tourism of Alappazha, a stop should be provided to Rajadhani Express at Alappazha. This is the only train passing through Alappazha without stoppage at Alappazha. Stoppage for Tr. No. 2977/2778 Jaipur — Ernakulam and Tr. No. 2653/2654 Nizamuddin-Kochuveli Samprak Kanti Express at Ankleswar.

MANNING OF LEVEL CROSSINGS

Ernakulam-Kayamkullam line is stretch with maximum number of unmanned level crossings. In the last week, train collided in a car at LC No. 64/55/200-300 and three people were died. All the level crossings in the stretch should be manned to avoid further accidents. At LC 54 at Km 51/200-300 accident occurred, there also manning is required.

RAISING AND EXTENSION OF PLATFORMS

Platform of most of the stations in Ernakulam — Kayamkulam coastal railway line are very small and low lying. This causes difficulty to entrain and to alight from the train especially for women and elderly. So platform in the following station should be raised and widened.

... This part of the speech was laid on the Table.

[Dr. K.S. Manoh]

- | | | |
|--------------|-------------|--------------|
| 1. Aroor | 2. Vayalar | 3. Thumpolly |
| 4. Punnappra | 5. Thakazhy | |

OTHER REQUIREMENTS

A stabling and Pit Cine facilities should be provided at Alleppey railway Station.

Facilities for Stage-I and Stage II maintenance of long distances train should be strengthened and improved in Alleppey.

Construction of 2nd platform and Rail over bridge at Haripad and institution of PRS facility.

Platform 2 and 3 should be widened at Charthale.

Construction of a level crossing at Anjilipalam. Near Charthale station (Km 35/100-200)

Construction of Railway platform with roofing at Thumboli Railway Station

Construction of ROB at ethethals - Arthinkal bye pass crossing.

Foot over bridge at Thuravoor Stations.

Roofing of platform No. 2 at Thuravoor.*

MR. CHAIRMAN : Hon. Members, due to very urgent work, I have to go for ten minutes. As there is no other Member, from the Panel of Chairmen, available right now, if the House agrees, I would request Shri P.S. Gadhave to occupy the Chair. I will be back in ten minutes.

SEVERAL HON. MEMBER. Yes, Sir.

21.07 hrs.

[SHRI P.S. GADHAVE *in the Chair*]

[*Translation*]

SHRI HARIBHAU RATHOD (Yavatmal): Sir, I am grateful to you for giving me an opportunity to speak on the Railway Budget. Railway Budget can be good for the entire country but it is worst for Maharashtra. Suicides being committed by the farmers in Vidarbha has a connection with Railways. Progress of the farmers has got affected at places where development of the Railway has not taken place. Only 4 per cent railway lines have been laid in Maharashtra after Independence. There is a narrow gauge line in my area which was laid during British period. We have named it Shakuntala. I have heard that a British company is still operating it and its agreement

is also going to expire this year. I have also heard that the Ministry of Railways is considering to discontinue it. My submission is that it should not be done. Already, development has not taken place in my area. Our demand is to convert this line into a broad gauge line and extend it up to Veni and Nander. The farmers of Yavatmal district of Maharashtra are committing suicide. Farmers have not progressed here as development of the railways has not taken place there. I will conclude after making two-three points. Godavari Express should be extended up to Bhusaval. All holiday express trains should have a stoppage at Bhusaval. A new railway line should be constructed between Nasik and Pune. Ladies compartments in Mumbai trains are very small. We talk tall about women but bogies reserved for them are very small in size. Railway's proposal for Yavatmal and Veni will cost Rs. 300 crores. A large number of coal mines are situated there, therefore, it would be definitely viable if the proposal of Yavatmal and Veni is executed. There is a long pending demand to provide a stoppage of Navjivan and Howrah Express at Dhamania. Demonstrations have been made in this regard but the hon. Minister has not yet paid attention to it. I request him to provide a stoppage there. An over bridge is required to be constructed at the railway level crossing near Dardanagar in Yavatmal. There is no gate in the east of Vardha railway station. We are demanding it repeatedly but the Railway Ministry is not paying attention towards it. Reservation quota in the trains from Yavatmal should be increased ...(*Interruptions*). I am concluding...(*Interruptions*)

Some bonded labourers demonstrated at the Gateway of India on 26th January and were talking about committing self-immolation ...(*Interruptions*). Malbari labourers work under the contractors ...(*Interruptions*)

MR. CHAIRMAN: You may lay your speech on the Table.

...(*Interruptions*)

SHRI HARIBHAU RATHOD: They are being exploited. It all took place because contractors of Nasik district did not make payments to the 250 labourers ...(*Interruptions*). Facilities for running staff should be increased. Recommendations of RAC, 2002 should be abolished. Their working hours should be reduced and they should be provided with better facilities so that they could serve in a better way. This is my request to you.

[English]

SHRI ANANTHA VENKATARAMI REDDY (Anantapur): Mr. Chairman, Sir, I rise to support the Railway Budget presented by the hon. Minister of Railways on 24th February, 2006. I wish to congratulate the hon. Minister for his most innovative and people-friendly Budget. This is successively the third Budget wherein the hon. Minister has not increased any fares and has even reduced the fares of AC classes this year and yet, the Railways, under the leadership of Shri Lalu Prasad, are increasing the revenue earnings. The independent freight corridor, as proposed in this Budget, would greatly boost the income of the Railways to a great extent.

Sir, I represent the Anantapur parliamentary constituency, the most backward district of Rayalaseema of Andhra Pradesh. This district is receiving the lowest rainfall after Jaisalmer. The people in this area are very backward and special efforts are needed to take developmental works in this district. For the past several years no justice has been done to this region of the State, particularly, the Anantapur district. Even during the United Front Government and during the NDA Government, nothing much was done for the development of the Rayalaseema region. Now also the injustice is continuing.

This entire region comes under Guntakal Division of South Central Railway. The Guntakal Division Headquarters is in my parliamentary constituency. This Division earns a profit of nearly Rs. 450 to Rs. 500 crore every year. The South Central Railway is one of the leading zones in the Railway system. The hon. Minister is fully aware of the backwardness of Bihar and its people and has taken several steps for their benefit as Chief Minister and also as Union Minister. Likewise, he would also have to pay special attention to the backwardness of Rayalaseema region and render help for the development of the region. I would like to request the hon. Minister to try and establish a railway-linked industry in the Anantapur district and also a good hospital for the Railways with modern amenities which would boost the development of this backward region.

I would also like to mention just a few important projects in my parliamentary constituency and would humbly request the hon. Minister to sanction the same immediately.

I want to mention about gauge conversion between Dharmavaram and Pakala for a distance of 227 kilometres. This is pending since 1995. This gives a very important link to Renigunta and onwards to Chennai. As the work is being postponed every year, the cost is escalating. At least an amount of Rs. 400 crores is needed to complete this work. In this year's budget, a sum of Rs. 11 crore only is allocated. If money is given at the rate of Rs. 10 crore to Rs. 11 crore per year, it will take another 35 to 40 years for completing the project. There is a need to provide at least Rs. 50 crore this year.

Sir, there is another important work of gauge conversion between Guntakal and Kalluru for a distance of only 38 kilometres. This is another important link which reduces the running time between Guntakal and Anantapur directly and not via Gooty. This also provides direct access to Karnataka linking to Hubli division in SWR. This would also provide a parallel line to Chennai through which iron ore is transported to the port. This would save enormous operating costs for the railways and the amount spent would be recovered in no time.

MR. CHAIRMAN: Please conclude now.

SHRI ANANTHA VENKATARAMI REDDY : Sir, there are many more points which I would like to mention. But due to paucity of time, I am placing the remaining part of my speech on the Table.

MR. CHAIRMAN: All right.

*SHRI ANANTHA VENKATARAMI REDDY : This is pending since 1995 and an amount of Rs. 50 crore needs to be sanctioned in this year for this work. In this year's budget, the hon. Minister was kind enough to allot Rs. 18 crore. In last year's budget also, some funds were provided which were not fully utilised. There is a pressing need for the Railways to take this work on a priority basis with full commitment.

I am told that only two passenger trains run on the existing meter gauge route. This meter gauge route should be closed immediately and the gauge conversion work is to be taken up. The problem seems to be the maintenance of the MG locomotives. A temporary shed may be planned for this at Pakala or Dharmavaram. In a nutshell, this very important gauge conversion would greatly benefit the region and help in its economic development.

..... This part of the speech was laid on the Table.

[Shri Anantha Venkatarami Reddy]

I now come to another important request pertaining to my constituency. In last year's budget survey was ordered for a new line from Rayadurg to Bangalore via Kalyanadurg, Madakasira, Pavagada. The survey has been done. This line would provide direct access to South Western Railway, would greatly help for transshipment of iron ore to various iron and steel industries and also help a lot of textile industries in Karnataka. No mention has been made for this work in this year's budget.

Sir, I would like to draw the attention of the hon. Minister to another important aspect regarding extension of Secunderabad-Kurnool Tungabhadra Express upto Prashanti Nilayam via Guntakal. The hon. Chief Minister has also mentioned about this work. There is no day train between Secunderabad and Prashanti Nilayam. A large number of pilgrims, especially ladies, who wish to visit Puttaparthi would be benefited by this train. If it is provided via Guntakal, those devotees who would be coming from Vijayawada side and also from Hubli side would make use of this train by changing over at Guntakal, and visit Prashanti Nilayam. This would greatly increase the revenues of the railways.

I would like to invite the attention of the hon. Minister to the fact that for the past two years, I have been representing for stoppage of trains in my constituency. The very important request is pertaining to stoppage of 2627/2628 Karnataka Express at Gooty. This request is pending for the past so many years. This important train does not stop at the junction of Gooty which is causing a lot of agitation in those areas. Immediate action should be taken to stop this train at Gooty.

Secondly, I would like to state that Tadipatri is a very important station in my constituency. The newly introduced 7051/7052 Chennai-Secunderabad is not provided a stoppage at Tadipatri. A large number of industries are there. The passengers wishing to go to Chennai or Secunderabad would be inconvenienced if this train does not stop at Tadipatri. At least, a two-minute halt should be given for this train at Tadipatri.

Sir, with these few words, I conclude my speech and once again congratulate the hon. Minister for this most progressive budget and would request him to look into the requests made by me on priority basis.*

SHRI TATHAGATA SATPATHY (Dhenkanal): Sir, I thank you for giving me an opportunity to speak on the Railway Budget today.

Today, the whole country or at least the conscious people are happy that the Railway Minister has presented a budget which has been welcomed by everybody and we, especially from Orissa, are extremely happy that when the Government of the State had asked for a little over Rs. 800 crore for the projects that could be identified, the Minister has given Rs. 700 crores plus to Orissa for which I would like to congratulate and thank the Cabinet Minister and his colleagues. This budget might be considered a political budget by some people. But I think if budgeting does not become political, eventually, it winds up as being a bureaucratic budget. And as we know, for over 58 to 59 years now, this country has been governed, is being governed and probably will be governed by bureaucrats. And when they rule the roost, obviously people do not get their fair share in a federal set-up like India. So, we are happy that the Minister has consciously made a political budget and I hope in future also, as long as he is the Minister, he will make efforts to keep it that way. Now, after the budgeting is made, the time is ripe for the bureaucrats to prove their credibility and merit and that is when political interference must not be there. Once the money is sanctioned as per the wish of the people, it is imperative that the delivery system must be made effective. We have to congratulate the Minister for bringing out the performance and outcome budget for the railways separately which is a very good thing. It has given a very clear picture of how the money has been allotted, how it has been spent or encroached or diverted. It is with regret that I have to state that most of the funds allocated to Orissa could not be spent in the last year for most of it has been diverted and that is the pity. You had the political will for a certain time, and now it is necessary to remove that political interference and I hope the Minister and his colleagues will be able to do that. The time now is to ensure that the bureaucrats do the delivery.

It is because that is where their major responsibility lies. That is where none of us should interfere.

I would like to mention one or two interesting things. Nearly 200 new superfast trains have been introduced. The passenger fares have not been increased. But the speed of these trains is very slow, but the passengers are made to pay the fare of superfast trains. So, in effect, in a round-about way the passengers are paying extra money than what they paid a month or so earlier. Superfast trains running at 55 kms per hour sounds like a joke to me. The Ministry of Railways, the Railway Board

and the Minister should re-consider the speed of these trains.

We know that diesel and petrol prices have been hiked. So, both freight and passenger traffic has increased. Now, the major responsibility of the Ministry is to sustain, increase and build on that traffic.

Another point which I would like to mention is about the TTEs and RPF personnel. They need to be re-oriented. The hon. Minister should think of a plan whereby they can be made people-friendly and they can be taught how to behave with people. Everyday we are hearing incidents of how RPF personnel are beating the passengers, throwing passengers out of the trains and being very barbaric in their treatment. That is also a very vital point which the hon. Minister should take up.

The Minister has announced a train from Bhubaneswar to Pondicherry. I would like to thank him for that because that gives us a very good connection to the Southern part of the country. My only request is that it should start from Sambalpur, which is North-West of Orissa, coming through Angul-Dhenkanal-Cuttack-Bhubaneswar-Berhampur. Then, further on it should go to Pondicherry. Dhenkanal, Angul, and Talcher stations were built by the British to transport coal for their railway about a century or more ago.

[*Translation*]

MR. CHAIRMAN: You can lay your speech on the Table.

SHRI TATHAGATA SATPATHY: Sir, I have not written my speech.

[*English*]

These three stations need modernisation. I would expect and request the Minister to please do that.

The last point is about Meramandali. It is in the centre of Orissa where a station is already existing. It needs rail siding because that can evolve as a very good commercial centre. With NALCO, that is National Aluminium Company and Bhushan Steel Company, that area is getting industrialised. If Meramandali could have a siding and a proper infrastructure, it would be a very good move on the part of Ministry of Railways.

I thank you again for giving me this opportunity.

[*Translation*]

SHRI VIRCHANDRA PASWAN (Nawada): Mr. Chairman, Sir, first of all, I thank you for giving me an opportunity to speak on the Railway Budget. Consecutively, for the third time, the Railway Minister has presented a development oriented Railway Budget without increasing the fare and has made efforts for the development of the country through railways. I congratulate the hon. Railway Minister for this. The budget has made sufficient provisions for the development of every nook and corner and every State of the country. I hail from Bihar and the State has been neglected in respect of railways till now. The hon. Railway Minister has tried to remove the backwardness of the area by introducing several new trains from Bihar. The need of it was being felt for long. I would like to thank the hon. Railway Minister for he has tried to reduce the fare instead of increasing it. The Budget has given proper consideration to every section of the society. Hence, the hon. Minister has tried to present a balanced Budget in which everyone has been given adequate attention.

I have been listening to the speeches of several hon. Members since the discussion on Railway Budget has started. I am happy that my colleagues from the opposition have also praised this budget to an extent. They submitted their views and invited the attention of the Railway Minister towards some issues. However, on an average every Member has praised it. I appreciate an hon. Member from North-East who placed his views very honestly. The Budget has made provision for each and every aspect—be it safety in the trains, or other passenger facilities, decorations in the trains or the catering facilities.

In addition to it, I would like to mention that in the railway budget for 2004-2005 the hon. Railway Minister had mentioned that arrangements would be made for doubling of Kayool-Navada-Gaya railway line in Bihar and that a survey would be conducted in this regard. Survey has been completed but no work is being done regarding doubling of this line. This budget has also made no provision for this purpose.

21.27 hrs.

[SHRI VARKALA RADHAKRISHNAN *in the Chair*]

Bihar is a backward State. It will continue to remain backward if we take into account the viability factor. This

[Shri Virehandra Paswan]

project covers 123 kms. It will bring happiness in the entire Magadh area and South Bihar if this project is completed. Doubling of this line will benefit the farmers, businessmen and also the people from the far flung areas who go to other places in search of their livelihood. It is really required so that long distance trains could run on it.

Earlier also, during the Budget Session, I had requested the hon. Minister to build a national level heart hospital at Patna or some other place so that railway employees as well as local people could be benefited.

With these words, I support this Railway Budget. It is a very practical budget and Members of all the parties should support it.

[English]

SHRI P.S. GADHAVI (Kutch): Thank you, Sir, for giving me this opportunity....(Interruptions)

MR. CHAIRMAN : Nothing will go on record.

...(Interruptions)*

MR. CHAIRMAN : You are prompting him unnecessarily. Let him finish.

...(Interruptions)

SHRI P.S. GADHAVI : Sir, I would like to make my submission on Railway Budget for 2006-07.

This Railway Budget presented by hon. Railway Minister is a biased one and in which the interests of the States other than Bihar, Tamil Nadu and Delhi, are intentionally ignored. Sir, for promoting export, import, commerce and trade, Commerce Ministry and other Ministries have given thrust on the port connectivity programmes. In Gujarat, there is 1600 kilometre long coastal area and it has got Kandla Major port and many other minor ports and Gujarat handles about 80 per cent of Cargo movement of privatised ports and connection to these ports has not been considered in Freight Corridor.

I am sorry to say that for Gujarat, there is nothing in this Budget which is narrated, in brief, as under:

It is our long-standing demand for one additional third railway track between Mumabi and Ahmedabad. There is no mention of it in this Budget.

No new railway line connecting various ports of Gujarat has been provided in this Budget. There is no provision for doubling lines between Ahmedabad and various ports of Gujarat. The demand for an Inter-city Train between Bhuj and Ahmedabad has not been accepted. It is our longstanding demand. The demand for an Inter-city Train between Bhuj and Ahmedabad has not been accepted in this Budget. Also, the demand for speeding up gauge conversion between Viramgam and Bhildi has also not been met. There is no provision for gauge conversion between Surendranagar and Dhrangadhra. The demand for extension of Rajkot-Veraval-Somnath railway line upto Kodinar has also not been accepted. No further provision has been made for the gauge conversion project between Mehsana and Patan route. There is no mention about speeding up of this Project.

Further, there is no mention about sanction of Bharuch-Dahej Railway Link under Port connectivity Project. There is no mention about gauge conversion work between Ahmedabad and Botad Line. There is no mention about rail connectivity to Hazira Port.

It was the continuous demand of the people of Gujarat to increase the frequencies and extension of certain trains. These have also not been accepted. I am narrating the details of them, in brief.

Our demand is to make Delhi-Ahmedabad Rajdhani service from six days in a week to daily. This is our longstanding demand. There is only one Rajdhani Express for Gujarat. It runs only for six days. It is our demand to make it a daily service which has also not been accepted. Our other demand is to make Ala-Hazrat Express between Bhuj and Bareilly from four days in a week to daily. More over, our demand is to make Pune-Bhuj, Nagarcoil-Bhuj trains from once to four days in a week. The demand for extension of trains has also not been considered in this Budget. Extension of Howrah-Ahmedabad upto Bhuj, Chennai-Ahmedabad upto Bhuj, Puri-Ahmedabad upto Bhuj, Jammu Tawi-Ahmedabad upto Bhuj has not been accepted. I will not take more time. I will be making only points..

MR. CHAIRMAN : You can lay it on the Table.

SHRI P.S. GADHAVI : Gauge conversion work between Samkhiyali to Palanpur is going to be completed by the end of June, 2006. Thereafter, Ala-Hazarat Express between Bhuj and Bareilly, which, at present runs *via*

*Not recorded.

Ahmedabad, may be diverted on this route i.e. Samkhiyali-Palanpur.

Lastly, I would like to submit that in this Railway Budget, the hon. Railway Minister has announced new railway service. Item No.37 is the "Bhuj-Bareilly Express (Tri-weekly)". Already, it runs for four days in a week. In this context, I would like to submit that at present there is already one Ala-Hazrat Train which runs on this route i.e. Bhuj-Bareilly four days in a week. Our longstanding demand was to increase the frequency of this train from four days in a week to daily. I would like to know whether this train is a new one or replacing the present one. I would request the hon. Minister to clarify this.

It is very well known that congestion at Kalupur (Ahmedabad) Railway Station is too much. It is at a saturated level. Our only demand is to develop the Sabarmati Railway Station. For that, a project has been given by the Government of Gujarat, that is, AUDA. I would request the hon. Minister to consider this demand.

I would lay the rest of my speech on the Table of the House. Thank you very much.

*Sir, in this year's Budget, the hon. Railway Minister has declared about 55 new rail services out of which more than 60 per cent is only either for the State of Bihar or for the State of Tamil Nadu.

At Naliya, there is an important Air Base. So, a rail link between Bhuj and Naliya, which is at present a metre gauge line, assumes great importance from strategic point of view and it requires to be converted into broad gauge line. About this, there is no mention in this Budget.

Similarly, a new rail line requires to be laid between Bhuj and Khavda, which would be a very important railway line for Defence as well as for the development of the backward area. It is also potentially very rich in mineral and salt production. I would request the hon. Minister to consider this genuine demand.

In my constituency, in the Kutch District, a place known as Dholavira is very much an important place for tourists, as the Archaeological Survey of India has unearthed a 5000 year old very rich Harappan Culture Site. For that, a new rail line requires to be surveyed and laid between Adesar and Dholavira *via* Raper. I would

..... This part of the speech was laid on the Table.

request the hon. Railway Minister to consider this genuine demand.

Moreover, I would also like to have a clarification from the hon. Railway Minister about one thing. After gauge conversion between Palanpur and Samkhiyali whether this Bhuj-Bareilly train would run on this new track or on the old track, that is, *via* Ahmedabad.

I am sorry to state that the hon. Railway Minister has not considered our genuine demands. I, therefore, request the hon. Railway Minister to consider the demands and make adequate provisions of funds in this year's Railway Budget.*

[Translation]

DR. ARVIND SHARMA (Karnal): Sir, I would like to extend my thanks to you for giving me an opportunity to speak. It is the third Budget of UPA Government. Living upto his calibre and foresightedness, hon'ble Lalu Prasad Yadav has presented budget in public interest and have given momentum to the overall development of railway in a very short period of two years without putting additional economic burden on the passengers and effecting no hike in the freight charges. The Budget reflects the same intention of Lalu Prasad Yadav in the interest of the poor people that is the intent of hon'ble Chairperson of our UPA, Shrimati Sonia Gandhiji and the hon'ble Prime Minister, Shri Manmohan Singh ji. In Rail Budget 2006-07, Lalu ji has showed that he is the true well wishers of farmers, labourers, agricultural labourers, dalits, backwards unemployed, youths, employees, traders and also women and freedom fighters alike. My grandfather Sant Shri Pandit Janaki Prasad ji used to say that farmer can serve farmer, labourer can serve labourer, trader can serve trader but only those can serve poor who have seen poverty from close quarter and have experienced it. Lalu Prasad ji has proved that. He is the true well wisher of poor people. There are some small problems of my constituency concerning the daily commuters. Lakhs of daily commuters come to national capital region Delhi from Panipat, Karnal, Kurukshetra, Sonipat, Gurgaon, Bahadurgarh, Rohtak, Palwal and Faridabad.
...(*Interruptions*)

[English]

MR. CHAIRMAN: Please be brief. Please make only points. Otherwise, you can lay it on the Table of the House.

DR. ARVIND SHARMA: Please allow me to speak. It is very important.

[Translation]

Lakhs of commuters daily visit Delhi. Even if 10 trains are run for daily commuters, it will not be sufficient. Keeping in view the interest of the daily passengers, trains should be run on these tracks from Delhi to Kurukshetra via Panipat, Kamal and Sonapat. There is a Railway crossing at Azad Nagar in Panipat. Every month some accident takes place there in which people are killed. Special attention should be paid in this regard and the crossing should be renovated. There is railway land at Gharaunda railway station lying vacant for years. The farmers of 30-40 villages have demanded for the constructions of road there. It will be better if that land is given by the railway. Haryana Government and marketing Committee are ready. I would like to extend my thanks to the hon'ble Minister that he has given approval for completion of Rewari, Jhajjar, Rohtak line in three years time. The Chief Minister of Haryana, Shri Bhupendra Singh Hudda ji has also extended his heartiest thanks to the hon'ble Minister of Railways. It will be appreciated if that track is completed within a stipulated time frame. It will be better if a separate reservation counter is set up for women and senior citizens in Kamal. I would like to extend my thanks to the hon'ble Minister. The honourable Minister is very kind hearted and benevolent. People talk unnecessary things about him. If the Members of any political party make request, he tries his best to accommodate it. A little while ago, I had made request to him about several things. True to his nature, he told that he would get it examined and would make all efforts to get it done. That was a little request to provide stoppage. I am hopeful that under the leadership of Lalaji, not only Haryana but the entire nation will be benefited by the overall development of railway. A resolution should be adopted for such Minister that he may remain Minister of Railways throughout his life so that the entire nation may develop in terms of railways.

A reference was made about Garib Rath. There should be a Garib Rath route from Delhi to Chandigarh and Kalka. It will benefit five states i.e. Delhi, Haryana, Punjab, Chandigarh and Himachal Pradesh. The farmers, labourers and poor people of that area are looking at the hon'ble Minister of Railways with great hope. There is need to serve more and more poor people on this route. The farmers and labourers of Haryana are looking at Lalaji

with great hope. If anything is left, I would like to lay it on the table of the House.

*As a Member of Parliament and even in individual capacity, I would personally like to extend my thanks on behalf of Haryana Government to the Minister for presenting popular and pro-poor Rail Budget for 'Service with Smile year 2006' under the leadership of Chairperson of UPA Government, Shrimati Sonia Gandhi ji and our hon'ble Prime Minister, Shri Manmohan Singh ji. While presenting the Budget, registering profit to the tune of hundreds of crore of rupees, the hon'ble Minister has taken into account the interest of not only the general passenger or daily commuters but also each of the rich and poor of the country, farmers, agricultural labourers, traders employees, women and unemployed youths. The hon'ble Minister deserves congratulation for such budget. A budget is considered pro-poor when freight charges or passenger fare is not hiked, there is reduction of 10 to 18 percent in fare, 'Garib Rath' and 'Garib Nawaj Express' trains are run for poor people, farmers get comfortable AC train facilities for traveling, passengers facilities are available at all the railway stations and ticket agencies are allotted to poor, educated and unemployed for providing them employment. This is the modern and popular budget for common people.

I had given some suggestion on Railway Budget 2006 and had raised some small old demands concerning my Parliamentary constituency—Kamal by way of meeting personally to the Minister and through correspondence. I had also raised it in MPs meeting convened recently by the G.M. Northern Railway. However, no action has yet been taken on it, though I was fully assured in that regard. I would like to draw the attention of the hon'ble Minister towards the following public problems for speedy disposal.

There is a need to introduce at least two new mail, express, superfast trains as there is much load on Railways between Delhi and Chandigarh because both are capitals. Both the trains should halt at all the district headquarters along this route. Most important among them are:-

Route no.1 New Delhi-Ambala-Chandigarh-Kalka via Sonapat-Panipat-Kamal-Kurukshetra,

Route no. 2 New Delhi-Ambala-Amritsar or Jammu Tawi via Sonapat-Panipat-Kamal-Kurukshetra.

*This part of the speech was laid on the Table.

Route No-1 New Delhi-Azadpur-Badli-Narela-Sonapat-Panipat-Karnal and Kurukshetra.

As this locality falls within NCR region, the Railway Department will earn crores of rupees by starting these trains as more than 40 lacs passengers travel through this route.

Stoppage of the following trains is essential as this is a religious and industrial centre:

Himalayan Queen	Up and Down	Samalkha Railway Station (Distt. Panipat)
Ektaa Express	Up and Down	Tarawari Railway Station (Distt. Karnal)
Shaan-E-Punjab	Up and Down	Karnal Railway Station Karnal
Sachkhand Express	Up and Down	Sonipat Railway Station

Files are pending with the Railway Department regarding the proposal for construction of unmanned level crossing at shahpar Lord Gaushala (Panipat) and Naultha (Distt. Panipat).

There is a long pending demand for Azad Nagar, Sanjay Colony Rohtak rail line.

Another file pending with the Department of Railway is about handing over of a plot of land near railway crossing at Gharonda railway station towards Panipat to Gharonda Market Committee as the local farmers have no road to carry their produce to the market. If that piece of land is handed over, the market committee or Haryana Government is ready to construct road on that land.

The proposal to reopen Sarsadh railway station on Gohana-Panipat Rail line should be considered.

Hon. Chief Minister of Haryana, Chaudhary Bhupendra Singh Hooda has warmly welcomed you.

The completion of Rewari-Jhajjar-Rohtak rail line and Loharu-Bhiwani rail line within three years has been widely welcomed and being the Member of Parliament I too had demanded and pursued the matter in the year 1996. I thank you for that.

The electrification work from Shakurbasti to Bahadurgarh is still incomplete and it should be completed soon.

The survey work for a rail line from Deewana-Bapoli-Kairana-Shamli-Saharanpur and Haridwar rail line has been completed but sanction for laying rail line has still not been provided.

Officers from the railway department visited the area on repeated demand for a new rail line from Azadpur-Badli-Kharkhauda-Gohana (Sonipat)-Safido(Jind) Haryana but no work has been started so far. People from this area have to go to Sonipat, Panipat, Rohtak and Jind Railway Stations for their journey or through bus route. Its construction will accrue crores of rupees to the Department as profit.

All the district headquarters should be equipped with reservation counters so as to avoid long queues. People are compelled to travel without ticket and the department has to incur loss to the tune of crores of rupees.

Survey work for Yamuna Nagar to Panipat via Asandh or Kurkshetra has been completed but no action has been taken there after.

There is only one reservation counter at Karnal Railway Station. The senior citizen of the area are demanding for a long time for a separate counter for them.

Reservation counters and Tatkal ticket counters should be provided at all small and big railway stations to facilitate people to buy ticket in time.

Panipat is an industrial region. Businessmen and employees visit this place in great number. The number of new real SLR boggies should be increased so that the businessmen can carry their goods without any hassle. In the past real SLR used to be open and it provided comfort to the businessmen. But a great number of these SLRs have been given on lease. It is causing resentment among the business. All those real SLR should be made open again. This facility was given in 1058 Down and 2926 Down-Malwa Express.

Talented Wrestlers, Judo Players, Shooters and Athletics are not being recruited. They should be recruited very soon.

[Dr. Arwind Sharma]

Sports quota for recruitment in railways should be increased and talented players should be recruited. All the sports authorised at national level should be included in railway sports quota as some national games are yet to be included under railway sports quota.

Railway sportsmen should be appointed as Assistant Deputy Commissioner (Security) in Railway Department as that particular post was created keeping in mind the sportsmen.

All the 36 vacant posts lying vacant in railway RPF between the period 2001 to 2005 for the sports persons should be filled up soon.

Four "Gareeb Rath" and three "Gareeb Nawaaz" Express trains are being run from (i) Delhi to Mumbai (ii) Delhi to Chennai, and (iii) Delhi to Patna.

The 'Gareeb Rath' from Saharsa to Amritsar *via* Gorakhpur should pass *via* Delhi and Ambala as there is great rush of passengers on this line and then it will be beneficial for the general public of Delhi, Haryana, Punjab, Chandigarh and Himachal Pradesh.

The criteria for travelling in 'Gareeb Rath' should be made clear so that the poor people can avail of its benefits.

Separate provision of reservation for freedom fighters, senior citizen, handicapped, widows and farmers should be made and usual concession should be provided.

Group societies and groups should be formed for educated unemployed youth and while making allotment of taker agencies, their priority should be considered and those unemployed persons should be given suitable annual prizes by the railway as incentives for motivating them to do their work honestly.

Sir, the Railway Budget 2006 is being welcomed all over the country. I hope that you will implement the suggestions given by me and keeping in mind Kamal Parliamentary Constituency and the poor people of Haryana. I will remain grateful to you for fulfilling these small demands. I thank you again for presenting this Rail Budget.*

SHRI VIJAY KUMAR KHANDELWAL (Betul) : Hon'ble Chairman, Sir, I would like to say in a brief. Indian Railways is one of the biggest institutes of the world.

Here there is 65 thousand kilometers of rail line. There are more than 15 lakhs employees. More than 1 crore and 60 lakh people travel daily. There are more than seven thousand stations. There is no such big institute in the whole world anywhere. There is still no rail facility for villages in despite of such a large institute. In spite of fifty years of independence only 11 thousands kilometers of rail line has been linked to it which was left and by the Britishers. Today facilities are being provided to only big people and big cities in the name of facilities. All facilities are available with major cities whether it is Chennai, Mumbai, Kolkata or Delhi. Food plazas, good stands, shades, ticket facilities are available there and all these facilities should also be available at small stations but these are not available there. I would like to draw your attentions to it if one fourth of present facilities available with big cities is provided to the small cities, the poor will be greatly benefited by them in right way. The hon'ble Minister of Railways reduced the rail fare and he himself pointed out this thing in his speech that we were passing through this competitive edge and we were constrained to compete with airlines. So we are reducing the higher class fares. The fare of A.C. First class and AC Second class has been reduced to 18 percent and 10 percent respectively. But the poor people have not been able to take advantage of the same. Now fully air condition rath "Garib Rath" will be operated *...(Interruptions)*. If you have said, it will be introduced but those 25 to 30 percent poor people will not be able to take advantage of the same who lead their life below poverty line and those people of middle class who live in the country in great number. *...(Interruptions)* Hon'ble Minister is sitting here. As the people just said that they wished him a minister for one term more. But we wish that he becomes a big Minister than that of his present position. We wish that he provide facilities to the people—the facilities which could not be provided to them. We wish that he increases the number of sleeper coaches for the Illrd class passengers and also increases the number of general coaches and operate the sleeper trains and general coaches trains....*(Interruptions)*. Please give me five minutes time I will try to be brief. There should be a provision of Doordarshan facilities, book-shops, PCO with STD facilities, drinking water facilities on the platforms of railway stations.

It has been stated that the task of selling tickets should be handed over to the private agencies so that people could get tickets easily at every places. Relaxation should be given to the sleeper class passengers and penalty should not be charged for the same and there

should be extension of passenger trains and there number should also be increased so that people living in the small towns can take advantage of these facilities. I from my own constituency....(*Interruptions*)

[English]

MR. CHAIRMAN : Please conclude now. Every hon. Member will speak and go, but we will remain here.

[Translation]

SHRI VIJAY KUMAR KHANDELWAL: One train Mahanadi from Bhopal to Bilaspur was introduced. It would run from Itarsi to Jabalpur *via* Itarsi for three days a week but in the first week and for three days it would run from Itarsi *via* Ghoradongri, Betul and Nagpur. You are introducing new trains but you have suspended this train. An agitation was also stirred up for this. This train is very important and the entire people of my constituency have to face a lot of inconveniences to visit Bhopal and Nagpur and that's why agitations have been stirred up. I request you to introduce at least this train on three days a week. In condition to it ...(*Interruptions*) In spite of it, Nagpur Express from Jabalpur to Nagpur should be stopped at Ghodadongari and Jaipur express should be stopped at Ghodadongari.

[English]

MR. CHAIRMAN: You can lay it on the Table. It will form part of the proceedings.

...(*Interruptions*)

MR. CHAIRMAN: I am sorry that you do not realize the situation.

[Translation]

SHRI VIJAY KUMAR KHANDELWAL : Nagpur-Jabalpur Express should also be stopped at Multai and Amla railway stations. Jayanti Janta Express should also be stopped at Barbatpur railway station. Swarn Jayanti Express runs from Betul Railway Station five days a week but it does not stop there on Saturday, therefore, it should be provided the stoppage for a one day. Amritsar Nanded Sachkhand Express, Pawan Express and Ganga Express should be stopped at Harda Railway Station under Bhopal Railway Division. Tapti Ganga, Pawan Express Himarni and Pawan Exp. Should be stopped at the Khiriyai Railway Station this is my submission and I hope that you will at least pay specific attention to the Mahanadi Express train.

SHRI K.C. SINGH 'BABA' (Nainital): Mr. Chairman, Sir, I express my gratitude for giving me an opportunity to participate in the discussion going on Rail Budget.

[English]

Sir, due to lack of time, I shall lay my speech on the Railway Budget on the Table of the House after making some points relating to my constituency and the State that are required to be considered by the Railways.

[Translation]

I express my gratitude to the Minister of Railways while giving my full support him because he has presented the Budget in the interest of the poor, in the interest of the entire nation and for all round development of the country. All know that it is tourism State and large number of people pay a visit to Uttaranchal in the capacity of tourists compared to the people traveling by the train from Uttaranchal. Therefore, it is badly needed to operate more trains. First of all I would like to tell you about my problems point by point and after my problems I shall lay it on the table of the House.

Sir, a survey was conducted for a rail line from Kashipur to Jaspur in my Uttaraanchal which will touch Dhamepur of Uttar Pradesh. I express my gratitude to Hon'ble Minister of Railways that he has proposed a rail line from Khatina to Kichha which comes under Nepal. Either what is going on there or it is going to start there. If this rail line is passed and survey is conducted from Nepal boarder to Kashipur Jaspur, it will be an operational line for the entire Uttaranchal from Nepal boarder to Dehradun. It will cover the entire Uttaranchal and entire plain belt. I am hopeful that honourable Minister of Railways will look into this matter.

Second problem is that there is a majority of Punjabi Community in this place here. We had made a request earlier that a train be introduced from Kathgodam *via* Kashipur-Musabadad-Amritsar-Jammu Tawi. Such a major chunk of Punjabi Community is nestled in the entire plain. Even we transect business from Punjab, hence in view of these things a train should be introduced here. Besides this Bajpur is such a city where computerized reservation facility is not there. That is a farming centre and a large number of people travel from this point. Therefore, a computerized Centre is badly needed for Bajpur. Conversion of metre gauge into Broad gauge from Bareilly to Tanakpur, has been a long standing demand of ours. This line heads to Sitapur. I think an MP from there has demanded for the same, besides we have a mohalla

[Shri K.C. Singh 'Baba']

known as Awas Vikas near Kashipur station railway line and that area is water logging area. That water logging area can damage our railway track also. I have got its estimate prepared and sent it to hon. Minister. I want a drain to be constructed here. It would immensely benefits the locals and would also ensure safety for Railways.

[English]

MR. CHAIRMAN : You can lay the rest of your speech on the Table of the House.

SHRI K.C. SINGH 'BABA' : Sir, please give two more minutes. I have got a few points to make. ...*(Interruptions)*

MR. CHAIRMAN: You can lay the rest of your speech on the Table of the House.

SHRI K.C. SINGH 'BABA': I will lay the speech on the Table but let me put my few points. You did not even give me five minutes.

MR. CHAIRMAN : Why should you not lay it on the Table? You will get the same benefit.

SHRI K.C. SINGH 'BABA' : Please give me just two minutes.

MR. CHAIRMAN: I will give you one minute time.

[Translation]

SHRI K.C. SINGH 'BABA' : Delhi-Dehradun train has to travel a very long route. It runs on Delhi-Ghaziabad-Meerut-Muzaffarnagar-Saharanpur-Laksar-Haridwar-Dehradun line. My submission is that if a new railway line for Laksar from Muzaffarnagar is laid and Laksar-Haridwar and Dehradun lines are doubled, it would reduce Delhi-Dehradun journey by one-and-a-half hour and electric train can also be sanctioned for this route. Survey of Saharanpur-Dehradun route has already been conducted. We would be highly grateful if Saharanpur-Dehradun direct line is laid as it would facilitate laying of Saharanpur-Dehradun via Vikasnagar line also.

[English]

Also, a non-stop train from Delhi to Dehra Dun and a daily train from Dehra Dun to Kathgodam are required.

[Translation]

The capital of Uttaranchal is in Dehra Dun and the High Court is in Nainital.

[English]

So, a daily train is required from Dehra Dun to Kathgodam. I am thankful to the hon. Minister for increasing it by a day from two days.

Sir, I am getting cough because I am speaking too fast.

A daily train from Delhi to Ramnagar is required. This is a very important one. ...*(Interruptions)* Please give me one minute more. ...*(Interruptions)*

MR. CHAIRMAN: Nothing will go on record.

...*(Interruptions)*"

MR. CHAIRMAN: You please lay it on the Table. You are reading.

...*(Interruptions)*

[Translation]

"SHRI K.C. SINGH 'BABA' : Sir, at the outset, through Mr. Speaker, Sir, I would like to extend my heartiest congratulations to hon. Minister of Railways for having presented third and most popular Budget in a row. On the one hand efforts have been made to maintain the pace of all round development in railways and on the other hand passenger fare has not been increased. I would like to raise certain points about newly created State of Uttaranchal, which is not merely a destination for residents of Uttaranchal but also for tourists from across the world where famous places like Peran Kaliar, guradwaras of world fame like Hemkunth Sahab, Nanak Matta, Reetha Sahab and wild life and bird-sanctuary and also most beautiful and unique tourists sites are located. Every month at least three large fairs are held in Haridwar and in other pilgrim centres of hilly areas on the occasion of Ganga-sanan and other festivals. Therefore, with a view to facilitate the arrival of very large number of domestic and foreigner tourists and pilgrims, many times more than the entire population of Uttaranchal, I would like to bring the following facts to the notice of hon. Minister for expansion of rail network in the State.

Sir, Uttaranchal touches China, Tibet and Nepal border. In view of political turmoil and sudden spurt in Maoist activities in our neighbouring country Nepal, the Government of India and the Chief Minister of our state, who is a quite senior and experienced leader, is taking steps to ensure security on our side. Nepalese Maoists can easily sneak into Uttaranchal. So, it is not only a very sensitive issue concerning the security of Uttaranchal but the security of our country as a whole. It is well known fact that the youth can easily be carried away

..... This part of the Speech was laid on the Table.

causing threat to our security. On the basis of past experiences, we will have to take adequate steps quite cautiously so as to check it. All the Ministers, therefore, need to pay special attention to tackle the problems of a newly carved out state like Uttaranchal.

Sir, hon. Chief Minister of the State and I, as well, have written to the Ministry of Railway a number of times in this regard. But, no attention has been paid to it, especially in the Rail Budget. Sir, through you, I would again like to draw attention of the hon. Minister of Railways and request to grant sanction for the following.

In view of very large number of passengers on Delhi-Dehradun route, there is an urgent need to introduce more number of trains on this route and also to lay direct line between Delhi-Dehradun via Muzaffarnagar, Laksar which would shorten the traveling distance and also save journey time. Hon. Chief Minister of Uttaranchal has made a special request to hon. Minister of Railways to include it in current year's budget.

There is an urgent need for doubling of Laksar - Dehradun *via* Haridwar rail line. In absence of it, electrification work of this important section has been held up and single line is unable to provide smooth flow of traffic.

At present the capital of Uttaranchal is Dehradun, High Court is situated in Nainital, Office of Public Service Commission in Haridwar and Board of Secondary Education at Ramnagar district Nainital. It takes two days to reach Dharchula to Dehradun, under Kumaon division and from Chamoli-Uttarkashi to Nainital/Ramnagar, Pithoragarh under Garhwal division. There is an urgent need to provide rail connectivity between Kathgodam, Tanakpur and Ramnagar-Dehradun *via* Kotdwar. Tanakpur rail line should be converted into broad gauge. My submission is that there is an urgent need to introduce a daily train for Tanakpur, Kathgodam and Ramnagar *via* Kotdwar.

After providing direct connectivity between Tanakpur-Dehradun means connecting one plain end of Uttaranchal to another plain end, introduction of Kitcha-Sitarganj-Khatima rail route in future and laying of rail line between Kashipur to Najibabad the locals in additions to the tourists would also benefit. Survey for Kashipur-Jaspur-Dhampur line has been completed.

Earlier two bogies were being provided for Dehradun-Kathgodam twice a week. Now it has been increased to three days which is inadequate. For providing direct connectivity for High Court and the Capital there is a need to start a daily train separately.

If three bogies are attached from Ramnagar to the existing Sampark Kranti Express being plied from Kathgodam to Delhi on the lines of Ranikhet Express than the locals and the tourists will also get the facility of one more day train.

Lakhs of domestic and foreign tourists come to visit the internationally acclaimed National Corbett Park located at Ramnagar and Kathgodam-Nainital and other world famous tourist places. The state of Uttaranchal has also been created and the Ministry of Railways is required to take immediate action on the long standing demand of attaching AC-I and AC-III tier bogies to Ranikhet Express for Kathgodam and Ramnagar respectively. Besides, it is extremely necessary to ponder over the longstanding demand of a direct train for Ramnagar from Delhi since the passengers at Muradabad junction have to wait for more than one and a half hour.

There has been overall development of the foothills owing to the presence of the Punjabi community and the demand for a direct train from Kathgodam and Dehradun to Amritsar and Jammu Tawi for the world famous Gurudwara located at Nanakmatha and Ritha Sahib and Purnagiri located in Champavat District has been long standing. I hope that the Hon. Minister of Railways would pay special attention towards it. Similarly a train from Dehradun and Kathgodam to Chandigarh on the lines of Shatabdi/Jan Shatabdi is also required.

The first station on Ramnagar route at the beginning of the Uttaranchal border is Mahuakheu followed by Kashipur. Through the Hon. Mr. Speaker I would like to request the Hon. Minister of Railways to give stoppage to all the trains on this route at this station.

The Uttaranchal Sampark Kranti Express does not stop at Haldi before reaching Haldwani which is actually the stoppage of the famous Gobind Vallabh Pant Agriculture University and also a newly constructed big industrial place of Uttaranchal where stoppage of each train is extremely necessary.

The construction of new railway line from Rishikesh to Dehradun would also be useful for the tourists.

[Shri K.C. Singh 'Baba']

Surveys were conducted in the past in regard to construction of railway line from Rishikesh to Devprayag/Badrinath and similarly from Ramnagar to Chaukhutia-District Almorah. Through you, I would like to draw the attention of the Hon. Minister of Railways. The Ministry of Railways has set a record of train facilities for Udhampur in Jammu and Kashmir and Konkan Railways, if any plans are formulated for the Uttaranchal state which is famous across the world as international destination and known as Switzerland of the East besides being a land of tourists and religious places, then it would earn the Indian Railways international fame and facilitate foreign and local tourists and would also facilitate the development of the country alongwith the state.

Superfast express train should be introduced on Delhi-Dehradun route on the lines of Delhi-Agra Shatabdi Express plying 150 kms per hour.

The introduction of this train would facilitate VIPs and pilgrims and businessmen to travel to Uttaranchal in minimum time through rail route.

A large number of Keralites are employed in Dehradun and various districts and departments. They have been making this demand to ply a train between Thiruvananthapuram and Dehradun.

So, immediate approval should be given to extend the Swarn Jayanti Express in view of the reasonable demand of the Keralities working in Uttaranchal.

There is a need to open a Computerised reservation centre at Bajpur Railway Station.

Water gets stagnated around Kashipur Railway Station due to which railway track gets damaged and the locals have to face enormous difficulty. So a drain should be constructed along the rail line near the Kashipur railway station for the drainage of water. I have apprised the hon. Minister of Railways regarding the cost estimated by the Department in the past.

Sir, it is true that there are lot of pressures and problems before the hon. Minister of Railways for connecting the remote places across the country with the railway network, however, through you, I would like to apprise this House that several tourists; national and international pilgrims, nature lovers, Himalaya lover, flora and fauna lovers, film producers and other tourists many times more than the population of Uttaranchal, visit this

region throughout the year and 65 per cent of the land of Uttaranchal State is covered with forest and hilly area where the construction of railway route would not be possible at 5 percent. So, I request the hon. Minister of railways through the Hon. Mr. Speaker that in view of all these points and peculiarities he should include all the above mentioned points in the present Railway Budget demands."

[English]

MR. CHAIRMAN : Now, Shripad Yesso Naik.

....*(Interruptions)*

MR. CHAIRMAN : Yes, Mr. Shripad Yesso Naik, you can begin. That will not be recorded.

[Translation]

SHRI SHRIPAD YESSO NAIK (Panaji): Mr. Chairman Sir, it is my humble request to you to allow me to complete my submission. The Minister had given several assurances in the last year's budget and these have not been fulfilled. I know that all these assurances cannot be fulfilled at one time, so the most urgent ones should at least be fulfilled.

Sir, I hope that the hon. Minister will fulfill the demands made by me today. At the outset, I would like to thank hon. Laluji and the two Ministers of State for the relief provided to the people of Goa, Mangalore and Kerala with the introduction of a new train from Mudgaon (Goa) to Mangalore. The population of the country is increasing and so is the number of passengers. Therefore, it is pertinent to start new trains and construct new platforms. The basic facilities need to be increased there. For this purpose more revenue is required, therefore, stringent action should be taken against the passengers travelling without ticket. All the routes running in loss should be discontinued.

Sir, I am citing an example of the scrap of railway being sold which also includes useful items. These scrap collecting groups have links with mafia who are hand in glove with the railway officers, this should be done away with. It can increase the income of railways. The security of women aspect has not been dealt with properly. There have been many incidents of outraging the modesty of women, these should be definitely checked. I would like to make some request in regard to my parliamentary

constituency and Goa. My state is very small. The people of Goa have given their full contribution and cooperation for the introduction of Konkan train yet their demands have not been fulfilled as on date. People are in the belief that the Ministry is using Goa as a corridor. My demand is that arrangements for booking counter should be made for the freedom fighters who fought Goa's freedom, senior citizens and handicapped persons. So far all the time is spent on the defence personnel who come on the booking counter for tickets. 85 percent of the stalls outside the Goa station belong to outsiders.

As a result of this, local youth have become unemployed. My demand is that 100 percent stalls should be given to local people.

Mr. Chairman, Sir, jobs are not provided to all those people whose land was acquired for Konkan Railway. Hence my demand is that jobs should be provided to such people at the earliest. The proposed pilot project of sky bus at Goa is still incomplete, it needs to be completed. I feel that hon'ble Minister would also be interested in this project.

Mr. Chairman, Sir, Karmali Railway Station of Goa is centrally located and linked with its capital Panaji. All tourist destinations are in its proximity. The churches of old Goa are also in its proximity. Here the condition is that though all trains pass through this place but there is no stoppage despite the fact that all Government offices, five star hotels and Beaches are situated here. The passengers have to get down at Madgoan which is 30-40 kms from this place. Hence my request is that all the trains should be given stoppage at Karmali station. Since last year, the number of passengers has also increased. Therefore, a new train should be introduced from Mumbai to Goa. A new train Konkan-Kanya should be introduced either before train no, 0111 or 0112 or after it. Pilgrims from Goa visit Tirupati and Valankani, which is a place of worship, situated in Chennai, however due to absence of direct train the passengers have to face lot of inconvenience. Therefore, my request is that a direct train should be introduced from Goa to Tirupati and Chennai. Large number of people of Kerala State reside in Mumbai and Goa. However, there is no railway facility for Kerala therefore my request is that a super fast train from Mumbai to Kerala *via* Goa should be introduced. Besides stoppage of Matsyagandha Express should also be provided at Bhiwi station of Goa as people have been

demanding for stoppage since long. Goa is the biggest tourist centre in the world where large number of foreign tourists visit. Therefore, my request is that stoppage of Matsyagandha Express train should be provided at Bhiwi station. People are demanding that a train to Secunderabad and Bangalore should be introduced....*

[English]

MR. CHAIRMAN: Nothing will go on record. You can lay your speech on the Table of the House.

[Translation]

*SHRI SHRIPAD YESSO NAIK: The literacy rate in Goa is 85%. The young generation is educated despite this most of them are unemployed. Hence my request is that Railway Recruitment Board should be established at Goa and the youth of Goa should be given an opportunity to serve the railways."

SHRI NAVEEN JINDAL (Kurukshetra): Mr. Chairman, Sir, I am thankful that you have given me an opportunity to speak over Railway Budget. I strongly support the Railway Budget. I am thankful to hon'ble Railway Minister for presenting historical railway budget which is very innovative and which has been placed ingeniously. It would benefit both the train passengers and corporate world. That is why entire country has praised this railway budget. Not only UPA alliance but all parties have praised this budget.

Mr. Chairman, Sir, this railway budget is historic in the sense that neither freight charges have been increased nor the train fares whereas the income of people and prices of diesel have increased. Railways has launched a new scheme of Reservation Upgradation for passengers. Now passengers will be automatically upgraded from second class to upper class. Now this new passengers reservation upgradation scheme would fetch Railways rupees 9 crore daily.

22.00 hrs.

Railways has earned surplus revenue to the tune of Rs. 11,000 crore for the first time. I hope Railways would progress more under the leadership of Laluji. Today people have started saying that "Laluji ki rail chalegi, bin paani bin tel chalegi." Hon'ble Laluji and all employees

*Not recorded.

*Not recorded.

..... This part of the speech was laid on the Table.

[Shri Naveen Jindal]

of Railways deserve congratulation for good performance of Railways. The Ministry of Railways has roped in the participation of private sector in each field.

[English]

MR. CHAIRMAN: Hon'ble Members, it is now 10 p.m. and the extended time is over. If the House agrees, there are three more Members to speak and we can extend the time of the House by another 15 minutes.

SEVERAL HON. MEMBERS: Yes.

MR. CHAIRMAN: Thank you, Shri Naveen Jindal, you may continue the speech.

[Translation]

SHRI NAVEEN JINDAL: Today Railways is reaching new heights under the leadership of UFA Government and Lalaji. Our network is increasing and the manner in which private-public partnership is increasing. I feel that all services, under the Railways would improve. Under this innovative Railway budget hundreds of Railway Station would be converted into model railway station. In those stations sophisticated facilities like ATM and Cyber Cafe will be provided. The speed of trains would also be increased which will reduce the travel time.

SHRI LALU PRASAD: Time-table will also be re-scheduled.

SHRI NAVEEN JINDAL: Yes. Time-table will also be re-scheduled. I would like to give few suggestions also. I have visited several countries. Being a youth, I would like to place few suggestion before the hon'ble Minister.

Many accidents occur in Railway. I know that effective steps have been taken to prevent them, however, further efforts are required to be taken in this direction. ...*(Interruptions)* I speak occasionally whereas you speak every time. I never interrupted you while you were speaking. Please give me three more minutes to speak.....*(Interruptions)*

Sir, we used to wait 15 minutes to half-an-hour at railway crossing while in foreign countries we find that railway crossings remain closed only for 30 seconds and as soon as the train passes, the gate is opened. In our country, there is long queue on road as a result of closing of railway crossing. I know that the Government are

constructing over bridges at several places, however, it takes time and besides it involves huge expenditure also. My request is that duration of the closing of the railway crossing should be shortened which would decrease the number of accidents as people cross the railway crossing even when the Gate is closed. But if the Gate is closed for one-two minutes it would decrease the demand of over bridge and also the number of accidents.

The Tribunals, constituted to give compensation to victims of railway accidents, sometimes take much time to dispose off the cases. I request hon'ble Minister that provision should be made to pay compensation to the affected people as soon as possible.

Now, I would like to say something about Kurukshetra. Everyone knows that here Lord Krishna delivered sermon to Arjuna. It is a 'Karmabhoomi' of Lord Krishna. I had requested hon'ble Minister and he had accepted also that Kurukshetra will be made a model railway station. It is an important place from historical and religious point of view. It will be made model station and a budget hotel should be constructed there.

Delhi-Amritsar Shatabdi Express does not have a stoppage at Kurukshetra. Similarly, another Shatabdi Express running on same route too, does not have a stoppage at Kurukshetra. Both these trains should be provided a stoppage at Kurukshetra. It would benefit a large number of people coming to Kurukshetra and they would be grateful to Lalaji. Last year, I had requested for approval of Yamunanagar-Kurukshetra-Patlala rail line. I am thankful to the hon. Minister for having approved the survey last year and this year, Rs. 3-4 lakh have been provided for the survey.

I am highly grateful for this. I think laying of said line in said area would immensely benefit the people. Lalaji's leadership has dramatically changed the railways. Railway's sportspersons have brought name and fame to the country at international and national level. If we, too, X-ray our luggage at stations on the lines of China, it would facilitate high level of security I would like to raise one point.

[English]

MR. CHAIRMAN : You have so many points. You give it in writing.

[*Translation*]

SHRI NAVEEN JINDAL : Sir, you'd given me three minutes time only, one minute is over, yet, half-an-hour is left for other speakers.

[*English*]

MR. CHAIRMAN : Please understand that you are putting me in trouble.

[*Translation*]

SHRI NAVEEN JINDAL : Lastly, I would say that the railways has a bright future.

[*English*]

MR. CHAIRMAN : You came just now. We are here since morning. You came here to speak.

SHRI NAVEEN JINDAL : Sir, I am also here since morning. I went and came back thrice.

[*Translation*]

The railways have a very bright future under the leadership of the hon. Prime Minister Dr Manmohan Singh, Chairmanship of Shrimati Sonia Gandhi and also leadership of Lalu Ji. I hope the railways would make a lot of progress in future and attain new heights.

[*English*]

MR. CHAIRMAN : Shri Sukhdev Paswan, please help by concluding early with all your vital points.

[*Translation*]

SHRI SUKDEO PASWAN (Araria) : Mr. Chairman, Sir, first of all, I would like to say that the Rail Budget is, indeed, a historical one. The railways have earned a dividend of Rs. 11000 crore. The hon. Minister and the officers of the railways deserve congratulations on this account.

Mr. Chairman, Sir, I would like to say that the work on Saharsa-Mansi rail line and Saharsa-Forbesganj rail line was taken up in two phases. The hon. Minister of Railways inaugurated its first phase, i.e. Mansi-Saharsa and trains are running on this route. Second phase is Banki-Forbesganj-Saharsa. I urge hon. Minister to start work on second phase. About four years ago, the work on Jogwani-Katihar broad gauge line was started and during laying of foundation stone ceremony, it was said that the line would be inaugurated in March 2005. But

incidentally it is 2006 and hon. Minister has presented his third Budget and the work has almost been completed. If the Government allocates funds for laying of tracks, it would be completed without any delay. Jogwani is adjoining Nepal border and the broad gauge work on said route would be completed. The former PM of Nepal and officials also want this line to be converted into broad gauge at the earliest. I congratulate the hon. Minister for approving Araria-Khawaspur-Galgolia new railways line since it is a border and a backward area. But no further action has been taken after approval, nor it has been included in the Budget. Survey of Madhepura-Triveniganj, Koripatti, Chunni, Mirdol, Narpatganj, Bathnaha, Jogwani section has been got conducted. The work on said stretch should be completed without any delay.

I would also like to submit that while travelling by Rajdhani or passenger trains. I have observed that if any body falls sick, people look out for doctor in nearby coaches who can treat the sick person. Mr. chairman, Sir, through you, I would like to urge the hon'ble Railway minister that atleast one doctor should be deployed in all the trains, so that if any passenger falls sick in the running train, he can be attended to.

Sir, through you, I would like to submit that the backlog of SC, ST, OSCs vacant posts in railways may please be cleared, as promised in the budget without any delay in a time-bound manner.

Sir, the hon Minister has only done what he ought to have done. People were crying foul that he has granted several projects for Bihar though it is not so. In view of backwardness and poor economic condition the State of Bihar has been allotted less than what it should have been allotted Therefore, I would like to say that the hon. Minister of Railways has done a very good job. I am thankful to you for having given me an opportunity to speak.

SHRI RAKESH SINGH (Jabalpur): Mr. Chairman, Sir, I thank you for giving me a chance to speak and I hope, I will find a chance to speak out what I intend to. Indian Railways are considered to be the lifeline of the country as it caters to the major diversified needs of the country at a large scale. To a major extent, the economic, industrial and agricultural development of our country owes to the growth in Rail sector and the plans and schemes to develop Railways, as envisaged in the periphery of 10th Five Year Plan are to be continued from 2002 till 2007.

[Shri Rakesh Singh]

Sir, I want to draw the attention of the Minister to only two of the major objects of the 10th Five Year Plan, first of which is—investment to complete the approved Rail projects and the other is the technological upgradation of the available resources in order to increase the average speed of the trains. I come to the subject directly rather than giving into details and submit that presently not a single project is there approved for Madhya Pradesh which is showing any signs of feasible efforts or intentions to get itself completed within the framework of this Rail Budget. I want to give here the example of the work of gauge conversion or Jabalpur-Gondia line which holds such an importance in the backward regions of Mahakaushal in M.P. In the NDA regime, the then Prime Minister Shri Atal Bihari Vajpayee inaugurated this project in the year 2002 with a cost of Rs. 109 crores. The total project cost is Rs. 511 crores which aims to construct a length of 283 km. rail line. I want to mention here that after the UPA coalition has taken over, hon. Rail Minister Shri Laluji has approved only a sum of Rs. 63 crores for this project for the first year Rs. 38 crore and for the second, Rs. 25 crore only.

Sir, Shri Lalu Prasad always looks concerned for the backwardness of Bihar. I have no problem with it and I also believe that priority should be given to backward areas. But his attention should also move towards those areas which remain backward for centuries together, if he really wants to put backward areas on priority. The area I am concerned of, has been altogether dealt with negligence since Independence and it is still in the same condition. Therefore, I want to draw the Rail Minister's attention towards the work of gauge conversion of the rail-line which is going to be proved a boon for the rail-commuters of this area, if completed expeditiously.

Sir, my complaint is that Lalu Prasadji is much concerned for Bihar in comparison to other States. I would like to inform him in this connection that if the gauge conversion is done, a traveller starting his journey from Bihar for Hyderabad, Chennai, Thiruvananthapuram or Bangalore will be saving a length of 274 km. by rail. That is why my submission to him is: even if he does not care for the interests of Madhya Pradesh, he may get this work done for the interest of Bihar because the commuters from Bihar will be the most benefited ones with this accomplishment as their train to South India will be saving a length of about 274 kms. This will also save their time and money. So it is my request to him that he may please get this work done at the earliest.

SHRI RAKESH SINGH : Mr. Chairman, Sir, let me complete please...*(Interruptions)*

[English]

MR. CHAIRMAN: Now I give the floor to Shri Punmulal Mohale. He is the last speaker.

[Translation]

SHRI RAKESH SINGH: I am still not to conclude, but I have no option but to lay my speech on the Table. I am still remained with a lot more to say, Sir. I had just a good hope that I would be having comparatively more time while speaking at the last.

Whatsoever, you have given me an opportunity to speak and I lay my speech on the Table with the hope that the hon. Rail Minister would surely take action to fulfil my demands.

*Thank you very much, Sir, for giving me an opportunity to participate on this discussion on the Railway Budget.

Hon'ble Sir, the Railway Minister Shri Lalu Prasad has presented the Railway Budget just now. Indian Railways are considered to be the lifeline of the country as it caters to the major diversified needs of the country at a large scale. Not to say of any individual State's, but the entire country's economic, industrial and agricultural development owes to the growth in Rail Sector largely and the developmental schemes for Railways are formulated within the framework of National Five Year Plans. Currently, we are in the 10th Five Year Plan which has started from 2002 and would go up to 2007.

Sir, I want to draw the kind attention of the Minister through you to the major objectives of the 10th Five Year Plan, one of which is to invest for completing the approved Rail Projects and the other is: technological upgradation of the assets in order to increase the average running speed of the trains. Sir, it seems to me that not only the Rail Minister himself is going astray from these set goals but he is misleading the Indian Railways too. This is factually so in the case of Madhya Pradesh. The so-called 'Vikas Rail' of Laluji starts from Bihar and reaches only up to Bihar!

* This part of the Speech was laid on the Table.

Sir, let me speak of the first objective mentioned by me earlier, i.e. investment for completion of the approved Rail Projects. Here, I do not see any single project approved in Madhya Pradesh for which any solemn efforts to complete it, are seen there in this Rail Budget. For example, I want to mention the most important Jabalpur-Gondia gauge conversion project in the eastern part of M.P., Mahakaushal region.

Sir, the work on this project was started in 2002, under NDA regime. This very important rail project covers a length of 285 kms to be gauge converted involving a cost of Rs.511.86 crore. The then Atal Government approved a sum of Rs. 109.82 crore for this project in 2003-2004, and then the UPA Government came into power. Shri Lalu Prasad became the Rail Minister who gave Rs. 38.06 crore in 2004-2005 and only Rs. 25 crore in 2005-2006 for this project, comparatively a meagre amount.

Thus, Sir, an amount of only Rs. 63.06 crore for this crucial project has been approved by Shri Lalu Prasad as Rail Minister during the last two years. Every now and then he can be found talking of backwardness in Bihar and its okay. The backward regions must be given priority, but why he should not throw a look at many other backward and neglected regions? The Mahakaushal region in M.P. which covers Jabalpur and Katni districts has ever been neglected after Independence. Jabalpur, which once was reckoned to be the most happening city of Madhya Pradesh is now awaiting its development and so is this entire region. This important gauge conversion project of Jabalpur-Gondia rail-line may throw open the doors of development for this region.

Sir, it will be important to note that the completion of work on this route would save a rail length of 274 kms. between the Eastern and Southern parts of India, which means the travellers from Bihar and Patna for whom Shri Lalu Prasad has always a special concern, going to Hyderabad, Chennai, Bangalore or Thiruvananthapuram in South India, would be saving not only 5-6 hours of travel time but also a good sum in rail fares.

Whenever the work relating to gauge conversion at Jabalpur Gondia will be completed not only the industrial development of this entire area will be done but mineral excavation will also get enhanced in this mineral rich area.

Forest products are found in abundance along with Manganese, Copper, Coal etc. in this area. Marble of high quality is being produced in a large quantity in Jabalpur and Katni district. Transportation of these minerals will become easier after gauge conversion. Goods loading of Railway will also increase.

Sir, tourism has been given special importance in this year's General Budget. I would like to tell the Hon'ble Minister through you that world famous Kanha National Park having maximum number of Tigers in the country is near this way. After completion of this project, Pench National Park and Bandhavgarh National Park will also get new and better route for visiting national and international tourists.

Sir, I would like to tell the hon. Minister through you that by the completion of this project, the Railway will get about 300 crore rupees direct annual income and required wagon turn down for development of Indian Railways will also be better. At present, a wagon covers on estimated distance of about 250 km in 24 hours in the country and average wagon turn down in the entire country is 5 to 6 days which will get reduced by one day to 4 to 5 days due to lessening of 279 km distance on this route. And this will be very important for railways from the profit point of view. Crores of rupees will be saved annually after reduction in wagon turn down on this route.

Sir, I want to draw the attention of the hon. Minister towards another very important fact that work relating to gauge conversion from Gondia to Ballarshah has been completed in 1999 covering a distance of 253 kms. on which an expenditure of rupees 400 crore has been incurred by the Railways but in spite of expending this huge sum proper use of this completed line is not being done. Objections have been raised on this in this report of Railway Convention Committee in the year 2002 that optimum use of this route is not being done and the foremost reason for this is non-completion of work relating to gauge conversion from Jabalpur to Gondia. Unless the gauge conversion of Jabalpur-Gondia is completed, proper use of the route from Gondia to Ballarshah on which work relating to gauge conversion has been completed, cannot be done.

Sir, the completion of this work is also necessary for increasing the average speed of trains because Itarsi-Ballarshah route is very busy. Utilisation of this route is 160 per cent now which is excess and this decreases the speed of trains also and time taken in wagon turn down also increases. Pressure on Itarsi-Ballarshah route will get reduced by the completion of gauge conversion work between Jabalpur and Gondia and then we can introduce new trains on this route. Hon'ble Chairman, Sir, no route can be as profitable as this after the gauge conversion but only 57 crore rupees have been allocated in this Budget for completion of such profitable work from the future point of view which is a meagre amount. I hope that hon. Minister will increase this amount.

There is one more important reason for slow pace of this work. The reason is that at present, executing agency of this work is South East Central Railway, the head office of which is Bilaspur in Chhattisgarh. Including land acquisition, the work relating to gauge conversion involves many such other works which get completed after coordination and discussion with the State. In such a situation, to hand over responsibility to an agency situated in other state will certainly reduce the pace of the work and that too when the head office of Western Central Railway is situated at Jabalpur itself. If this is made executive agency, pace of work will increase.

I want to thank the hon. Minister that by providing a new direct train service from Jabalpur to Jammu he not only fulfilled main demands of people of Jabalpur, Katni but also of Mahakaushal as a whole. Recently, a movement at large scale was organised at Jabalpur on February 8, 2006. In that demand of a direct train service from Jabalpur, Katni but also of Mahakaushal as a whole. Recently, a movement at large scale was organised at Jabalpur on February 8, 2006. In that demand of a direct train service from Jabalpur to Jammu was also included alongwith the demand for completion of work relating to broad gauge. Thousands of people of Jabalpur city including women in a large number along with Bhartiya Janata Party activists had staged a march on roads in support of these demands.

I also thank you for extending the Jabalpur-Kota train up to Jaipur but Sir, I want to draw the attention of the hon. Minister towards our other important demands.

A direct train service should be initiated from Jabalpur to Pune *via* Mumbai which can connect Jabalpur Katni to Mumbai, the industrial and economic capital of the country.

Sir, IIT has been established at Jabalpur. Therefore, to connect Jabalpur with Bangalore, a direct train service should be initiated from Jabalpur to Bangalore *via* Hyderabad or Chennai. Thousands of Sikhs live at Jabalpur so it is expected from the hon. Minister to connect Jabalpur to Amritsar keeping in view the religious sentiments of them.

I request the hon. Minister to approve the work relating to electrification of railway line between Itarsi-Jabalpur-Katni.

Sir, the distance from Jabalpur to Damoh is about 110 kms but due to non-availability of rail route all the trains have to cover a distance of about 210 kms from Jabalpur to Damoh *via* Katni. Therefore, if rail route is made available from Jabalpur to Damoh then all the trains would have to cover 110 kms only instead of 210 kms. The work relating to survey of this route has been completed. Therefore, I request the hon. Minister to approved this work.

The survey relating to Jabalpur to Bilaspur rail route *via* Mandla has been completed which is related to the development of this area as well as tribals of that area. Therefore, provisions for this be made in the Budget.

A workshop should be established at Jabalpur for maintenance of trains originating from Jabalpur and for repair works of bogies. Zonal head quarters of Western Central Railway is situated at Jabalpur. So, a printing unit should be established at Jabalpur for printing of stationery relating to commercial, engineering and SNT department.

Sir, work relating to construction of Overbridge on Khitahni crossing at Katni should be commenced soon.

Sir, Katani is an important junction of our country. Therefore, I urge the hon. Minister to work for its renewal and modernization so as to make it state-of-the-art station.

The railway station of the tourist place Bheraghat, the railway station famous for marble rocks the world over should be modernized and equipped with all the facilities for the benefit of the tourists.

With a view to decongest the main railway station in Jabalpur, Katchpura station located on the other end of the city may be developed on the lines of Habibganj (Bhopal) station.

Sir, the work should expeditiously be started to connect Kundalpur, a holy place of the followers of Jain religion, with Damoh.

I am sure the hon. Minister will seriously consider my demands and fulfill them.

Sir, I am grateful to you for having given me an opportunity to speak.

[English]

MR. CHAIRMAN: Time has been extended till he completes his speech. He is the one hundred and sixth Member who will be taking part in the discussion on the Railway Budget. It means, no less than one-fifth of the total number of Members of this House have participated in this discussion. Lalu ji, 106 Members have participated in the debate on the Railway Budget.

[Translation]

SHRI PUNNU LAL MOHALE (Bilaspur): Mr. Chairman, Sir, through you, I would like to thank the hon. Minister of Railways, Shri Lalu Prasad ji for presenting an innocuous Railway Budget and put forth the following demands.

Bilaspur Railway Zone is located in Chhattisgarh and there are 19 Recruitment Boards in 16 zones. Bilaspur is the only zone which has been deprived of a Recruitment Board. The hon. Minister had promised that a Recruitment Board will be set up there and I am hopeful he will do so. The proposal for Bilaspur-Mandla new railway line, survey for which was conducted 10 years ago, should be forwarded to the Planning Commission and then approved at Ministry level. The capacity of Zonal Hospital at Bilaspur may be increased to 200 beds from 100 beds at present. It should be upgraded to a multi speciality hospital and should be equipped with neuro surgery, kidney, liver transplant facilities and cardiac and operation facility in case of other ailments.

I would like to raise some more issues relating to my constituency. Chimiri-Bilaspur passenger train may be extended upto Raipur. Funds should be allocated for construction of an overbridge at Bilaspur Tipara railway crossings. An underbridge at the railway crossing near Bicha station should also be constructed. Howrah-Ahmedabad Express should be provided a stoppage at Chakarbhata railway station. Computerized reservation facility should be provided at Kargi Road station, Bilaspur.

I would like to request for extension of following trains-Durg-Bhopal Amarkantak Express may be extended upto Indore-Bilaspur-Nagpur. Itwari train should be extended upto Badnera Amravati. The frequency of Bilaspur-Yashwantpur train should be increased from once a week to thrice a week and Korba-Cochin expressed train from twice a week to five days a week. Raipur-Nagpur Intercity Express may be converted into Bilaspur-Nagpur Intercity Express. A new train between Durg and Lucknow should be introduced. The frequency of Durg-Nizamuddin Sampark Kranti Express should be increased from twice a week to four days a week. The proposal for extending Durg-Kanpur Express upto Lucknow, pending with the General Manager, has not been materialized. Bilaspur-Yashwantpur-Chhattisgarh Express, the sole train which connects Andhra Pradesh with Karnataka, should run thrice a week in place of twice a week at present. Consequent upon extension of Puri-Nizamuddin Express upto Haridwar, Bhuvaneshwar-Bilaspur-Hirakund Express upto Vishakhapatnam it has become difficult for passengers from Raigarh, Bilaspur, Korba, in Chhattisgarh to get seats in Delhi-bound trains. Gondwana Express already gets overloaded at Durg, Raipur. In view of this, Durg Train should be extended upto Nizamuddin. Sampurna Kranti Express should run four days a week in place of two days a week. Bilaspur-Katni Fast passenger train should be extended upto Jammu Tawari via Katni, Kanpur, Moradabad. Durg-Jodhpur Express should run via Katni, Kota, Jaipur. In view of the heavy rush, Bilaspur-Tiruvendrum train via Nagpur, Kalyana, Goa should be extended upto Durg. An intercity Express should be introduced between Vishrampur-Durg.

I hope the hon. Minister of Railways, Shri Lalu Prasad ji will surely fulfill my above mentioned demands.

[English]

MR. CHAIRMAN : There will be no 'Zero Hour' today. The hon. Minister of Railways will reply to the debate tomorrow.

...(Interruptions)

[Translation]

SHRI RAM KRIPAL YADAV (Patna) : Sir, I would like to recite a small poem.

[English]

MR. CHAIRMAN : All right. You recite your poem.

[Translation]

SHRI RAM KRIPAL YADAV : Dunia Jalti hai to jalti rahe, Lalu ki gadi chalti rahe. No one can stop it, it would keep moving. It would reach each corner of the country and that too successfully.

[English]

MR. CHAIRMAN : The House now stands adjourned to meet again at 11 a.m. on Friday, March 3, 2006.

22.21 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 3, 2006/Phalgun 12, 1927 (Saka).

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